

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 3988.

號八月四年六十七百八千一英

HONGKONG, SATURDAY, APRIL 8, 1876.

日四十月三年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, 121, Holborn Hill, E.C. BATES, HENDY & CO., 150 & 164, Leadenhall Street.  
NEW YORK.—ANDREW WINT, 133, Nassau Street.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.  
CHINA.—SWATOW, QUELOON & CAMPBELL, Amoy, GILES & CO., Foochow, HEDDER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Manilla, C. HENKIN & CO., Macao, L. A. DA GRAÇA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.  
INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.  
BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 50,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.  
LONDON BRANCH.—144, Leadenhall St., E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.  
LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

## COURT OF DIRECTORS.

Chairman.—E. R. BELLIOS, Esq.  
Deputy Chairman.—AB. ANDRE, Esq.  
J. F. COOPER, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSOON, Esq.  
A. MOIVER, Esq.

## CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.  
Manager.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East, Hongkong, February 17, 1876.

## ON SALE.

THE

## CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References.

BY WILLIAM FREDERICK MATTHEWS.

Price, \$3.

Shanghai, KELLY & CO.  
Hongkong, "CHINA MAIL" OFFICE.

## Notices of Firms.

### NOTICE.

I Have this day authorized Mr J. Y. V. SHAW to sign my name per procuration.  
A. MACG. HEATON.  
Hongkong, January 1, 1876.

### NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS,  
E. C. RAY.

Bank Buildings,  
Hongkong, February 3, 1876.

### NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

### NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfo.

P. F. DA SILVA.

Formosa, April 1, 1876. my1

## Intimations.

### THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr C. C. BOJENSEN, who has been appointed ACTING SUPERINTENDENT.

A. SUNDSON,  
Superintendent.

Hongkong, April 6, 1876. my6

### THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.

CARL CHR. BOJENSEN.

Hongkong, April 6, 1876. my6



## NOTICE TO CONTRACTORS.

SEALED TENDERS, in duplicate, marked on the covers, "Tenders for Army Contracts," will be Received by the Undersigned until Noon on MONDAY, the 10th Instant, for the undermentioned Services required by the War Department here during the year ending 31st March, 1877.

- 1.—Cleaning the Nullah on the East side of Murray Barracks.
- 2.—Cleaning, and keeping the Nullah on the East side of the North Barracks clear from all obstructions.

There will be a separate Tender for each service.

No Tender will be accepted from any person in Government employ.

Terms of Tender and all necessary information can be obtained at this Office between the hours of 10 a.m. and 4 p.m.

C. R. SHERVINTON,  
Lieut. Colonel,  
Assistant Commissary General.

A CHORAL FESTIVAL will be held in S. JOHN'S CATHEDRAL on EASTER TUESDAY, at 4 p.m. Mendelssohn's Cantata "Lauda Sion" will be Sung.

Hongkong, April 4, 1876. ap11

## HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and Canton route has been Reduced to \$3 for Single trip and \$5 Return.

By Order,  
P. A. DA COSTA,  
Secretary.

Hongkong, April 3, 1876.

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

### NOTICE.

A SPECIAL AGENCY of the Company has been Opened in LONDON, under the Management of Mr WALDEMAR SCHMIDT, at 8, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY,  
Secretary.

Hongkong, March 28, 1876. ap28

## SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Men-of-War will be RECEIVED at this Consulate until the 22nd April next, at Noon.

No proposition will be admitted if it exceeds the price fixed by Government and do not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 3 p.m.

A. FARAUO,  
Consul for Spain.

Hongkong, March 31, 1876. ap23

## Intimations.

### NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTTER-SPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BRERETON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BRERETON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BRERETON will proceed to distribute the Assets of the said JOHN WOTTER-SPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BRERETON will not be liable for the Assets of any part thereof so distributed to any person whose Claims he has not had notice at the time of the distribution.

Dated this 29th day of March, 1876.  
W. H. BRERETON,  
29, Queen's Road, Hongkong,  
Solicitor.

## STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. je24

## THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manilla, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.  
Hongkong, March 24, 1876. je24

NOTE.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

### NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG CLUB will be held at the CLUB HOUSE on THURSDAY, the 13th Instant, at Half-past Four o'clock in the afternoon.

By Order,

EDWARD BEART,  
Secretary.

Hongkong, April 5, 1876. ap13

## For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brillante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanderer" Sewing Machines.

Agents for Hongkong,  
SAYLE & Co.,  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

## For Sale.

### FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER:—

THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with TERRACE and ample Godowns; the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.

Applications for Purchase, or further information, to be made to  
JOHN NOBLE,  
46, Queen's Road.  
Hongkong, March 30, 1876. ap30

### FOR SALE.

THE WORLD, WHERE COMETH IT? Or, What Certain Physicians are Saying, By T. QUOQUA. Shanghai, 1876. 1 Vol. Price—\$1.00 Stitched.  
\$1.25 Bound.

Apply to

LANE, CRAWFORD & Co.  
Hongkong, April 6, 1876. ap13

### FOR SALE.

200 Cases CLARET from BORDEAUX. Apply to  
LANDSTEIN & Co.  
Hongkong, March 10, 1876.

### FOR SALE.

THE whole of the Property known as FLETCHEERS. Situated on Marine Lots Nos. 20 and 21, and covering an area of 121,304 square feet.  
Annual Crown Rent about \$1,800.  
" Taxes " 1,600.  
For further information, apply to  
THE BORNEO Co., LIMITED.  
Hongkong, April 4, 1876. ap18

### FOR SALE.

THE UNDERMENTIONED LAND and BUILDINGS.

AT HONGKONG:—  
INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.  
The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.  
MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.  
AT YOKOHAMA:—  
Lots No. 6 and No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Out-houses. Area 1,064 Tanbous of 36 square feet.

Annual Ground rent, \$263.73.  
No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 654 Tanbous.

Ground rent, \$154.97 per annum.  
Applications for purchase, or further information, to be made to  
J. WHITTALL,  
T. G. LINSTED,  
Trustees A. Heard & Co.'s Estate,  
23, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

### FOR SALE.

THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.

Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.

MADEWEN, FRICKEL & Co.  
Hongkong, February 19, 1876.

## Shipping.

### Steamers.

## OCEAN STEAMSHIP COMPANY.

### FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "NESTOR" will be despatched on or about the 20th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 7, 1876. ap20

### FOR YOKOHAMA & HIOGO.

The Steamship "NAPLES" due shortly from Singapore, will receive prompt despatch as above.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, April 7, 1876.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on SUNDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.  
Hongkong, April 6, 1876. ap9

## OCEAN STEAMSHIP COMPANY.

### FOR SHANGHAI VIA AMOY.

Taking Cargo & Passengers through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "AGAMEMNON" will be despatched on or about the 9th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 6, 1876. ap9

### FOR SAN FRANCISCO.

The Steamship "QUANGSE," Capt. JONES, will be despatched as above on WEDNESDAY, the 12th Proximo, at 2 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, March 21, 1876. ap12

### FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN" will be despatched as above about the 20th April.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, March 31, 1876. ap20

### NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

### PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE," Captain DE GIARD, expected from Singapore, will leave for YOKOHAMA shortly after her arrival.

For Passage and Freight, apply to  
G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, April 6, 1876.

### FOR YOKOHAMA.

The British Steamship "ORONIS," Captain BURTON, shortly expected from Singapore, will have quick despatch as above.

For Freight or Passage, apply to  
WM. POSTAU & Co.,  
Agents.  
Hongkong, March 29, 1876.

### STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.)

The P. & O. S. N. Co.'s S. S. "MALACCA" will leave for the above place shortly after the arrival of the Gwalior with the next English Mail.

A. MOIVER,  
Superintendent.  
Hongkong, March 30, 1876.

### STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "GUALIOR" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOIVER,  
Superintendent.  
Hongkong, March 30, 1876.

## Sailing Vessels.

### FOR SAN FRANCISCO.

The A 1 American Ship "NIGHTINGALE," PALMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, March 4, 1876. ap16

### FOR SAN FRANCISCO.

The A 1 British Ship "SHALIMAR," WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, March 4, 1876. ap16

## Shipping.

### Sailing Vessels.

FOR SAN FRANCISCO.  
The A 1 American Ship "MARY WHITRIDGE," CUTLER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, March 9, 1876. ap20

### FOR SAN FRANCISCO.

The A 1 British Ship "MARGARITE," JAMES OWEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

### FOR SAN FRANCISCO.

The A 1 American Bark "JONATHAN CHASE," CURTIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

### FOR SAN FRANCISCO.

The A 1 British Clipper Ship "SYDENHAM," FRANK BRISTOW, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 4, 1876.

### FOR PORTLAND (OREGON.)

The A 1 American Ship "SAMUEL G. REED," WHITE, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, February 1, 1876.

### FOR NEW YORK.

The A 1 American Ship "HAZE," WILKIN



## Mails.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London;  
Also,  
Bombay, Madras, Calcutta and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
GEEBONG, Captain C. FRASER, with  
Her Majesty's Mail, Passengers, Specie,  
and Cargo, will leave this for the above places,  
on THURSDAY, the 13th April, at  
Noon.  
CARGO will be received on board until  
Noon; SPECIE and PARCELS at the  
Office until 2 p.m. on the 12th Idem.  
For particulars regarding Freight and  
Passage, apply at the P. & O. S. N. Co.'s  
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES  
ARE REQUIRED.

A written declaration of the Contents and  
Value of the Packages for the Overland Route  
is required by the Egyptian Government, and  
must be delivered by the Shippers to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from incorrect-  
ness on such declaration.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

THE P. & O. S. N. Co. reserve the  
option of forwarding all Goods ship-  
ped by their Steamers for Europe through  
Egypt, either by Rail, or by Canal in their  
own Steamers, or in vessels employed for  
the purpose.  
A. MOYER, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, March 30, 1876. ap18

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "COLORADO"  
will be despatched for San Francisco,  
via Yokohama, on SATURDAY, the 15th  
April, 1876, at 3 p.m., taking Passengers,  
and Freight, for Japan, the United States,  
and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Com-  
pany will leave Shanghai, via the inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m. 14th Proximo. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, Frazer West.  
G. B. EMORY, Acting Agent.  
Hongkong, March 31, 1876. ap16

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "GALICIA" will be de-  
spatched for San Francisco, via Yoko-  
hama, on MONDAY, the 1st May,  
at 3 p.m., taking Cargo and Passengers  
for Japan, the United States and Europe.  
Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of 30th Instant. Parcel Packages  
will be received at the Office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.  
For further information as to Freight  
and Passage, apply to the Agency of the  
Company, Frazer West.

G. B. EMORY, Acting Agent.  
Hongkong, April 1, 1876. my1

## NOW READY.

THE S. S. "GALICIA" OF THE REDUCTIONS  
OF NATURAL SCIENCES IN CHINA. By Dr.  
E. J. EITEL. One Volume. 8vo. Price,  
\$1.60.

BUDHISM, ITS HISTORY, THEORY AND  
PRACTICE. By Dr. E. J. EITEL. Second Edition. One  
Volume. 8vo. Price, \$1.40.

Orders will be received by Messrs Lane,  
Dawson & Co.  
Hongkong, July 21, 1876.

## Insurances.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.  
EDWARD NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCI-  
ATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAIPEI

POLICIES granted on Marine Risks to  
all parts of the world at current rates.  
This Association will, until further notice,  
provide out of the earnings, first for an  
Interest Dividend of 15% to Share-  
holders on Capital, and thereafter distrib-  
uted among Policy holders, annually, in  
cash, ALL the Profits of the Underwriting  
Business pro rata to amount of premium  
contributed.

RUSSELL & Co.,  
Agents.  
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods in Matchboxes, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.  
JAS. B. COUGHTRE, Secretary.  
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1868.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—  
Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding  
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

## CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYMPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCI-  
ATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association  
will allow a Brokerage of Thirty-  
three and One Third per cent. (33 1/3%) on  
Local Risks only.

RUSSELL & Co.,  
Agents.  
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Undersigned Agents are in receipt  
of Instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

A Discount of 20% allowed.  
HOLLIDAY, WISE & Co.  
Hongkong, January 8, 1876.

## Insurances.

THE SOUTH AUSTRALIAN INSUR-  
ANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Undersigned having been appointed  
Agents for the above Company in  
Hongkong, China and Japan, are prepared  
to issue Policies of Marine Insurance,  
payable in Australia, London, Calcutta,  
Bombay, Mauritius, China and Japan at  
current rates.

ADAMSON, BELL & Co.  
Hongkong, September 6, 1875. jy1

THE SCOTTISH IMPERIAL  
INSURANCE CO.

THE Undersigned having been appointed  
Agent, in Hongkong, for the above-  
named Company, is prepared to grant  
Policies against Fire, on Buildings and on  
Goods to the extent of £10,000, at the  
usual rates, subject to an immediate dis-  
count of 20%.

Attention is invited to a considerable  
reduction in Premiums for Life Insurance in  
China.

Life Policies effected during the year  
1875, share in the Bonus to be declared on  
31st December for the quinquennial period  
then ending.

A. MACG. HEATON.  
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOCHES & Co.,  
Agents, Royal Insurance Company.  
Hongkong, November 1, 1871.

## Intimations.

## COAL DEPOT.

COALS of every description supplied to  
Steamers by the Undersigned.  
Orders may be left at the Godowns,  
Wanchi, with Mr. J. MACLEOD, or LEONG  
AN YON, KWONGHING, FRAGA.

LANDSTEIN & Co.  
Hongkong, November 1, 1875. my1

## ALL Persons having any CLAIMS

against the Estate of the late A.  
MACROUS DAILY, and all Persons indebted  
to the same, are requested to communicate  
immediately with the Undersigned.

H. LOWCOCK,  
Executor.  
Hongkong, March 21, 1876. ap21

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued DAILY instead of tri-  
weekly as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.

The charges for advertisements are now  
assimilated to those of the China Mail.  
The unusual success which has attended  
the Chinese Mail makes it an admirable  
medium for advertisements.

The Conductors guarantee an eventual  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Francisco  
and Australia.

For terms, &c., address  
Mr. CHUN AYIN,  
Manager.

China Mail Office,  
17th February, 1874.

## F. KRUPP'S CAST STEEL WORKS,

Essen (Germany.)

Sole Agent for China,

F. PHIL,

HONGKONG, SHANGHAI, COLOMBO

(Germany.)

A N INDIAN BUTLER or STEWARD,

a native of Penang, is desirous of an  
engagement, either ashore or afloat. Has  
simple references. Apply to this Office.  
Hongkong, March 30, 1876.

## WANTED TO PURCHASE.

## CHINA REVIEW.

Complete Set of Vol. 1.  
Six Dollars will be paid for the above.

Vol. 1 and 2, Vol. 1.  
No. 1 and 2, Vol. 1.  
No. 1 and 2, Vol. 1.  
No. 1 and 2, Vol. 1.

One Dollar will be given for each of the  
above Nos. Apply to the Publishers,  
CHINA MAIL OFFICE.

Hongkong, February 23, 1874.

## Intimations.

In the Goods of CAPTAIN LAWRENCE  
YOUNG, Deceased.

ALL Persons having any CLAIMS  
against the above Estate are requested  
to send in Particulars of the same to the  
Undersigned on or before the 22nd day of  
April, 1876.

And all Persons being Indebted to the  
said Estate are requested to Pay to the  
Undersigned their several Debts without  
delay.

STEPHENS & HOLMES,  
Solicitors for the Executors.  
2, Club Chambers,  
Hongkong, February 22, 1876. ap22

## Now Ready.

## THE CHINA REVIEW.

Vol. IV., No. 4.

Annual Subscription, postage included,  
\$6.50.

Contents.

Essays on the Chinese Language.  
The Folk-lore of China.  
Pao-ze: The Cleopatra of China.  
An Introduction to a Retrospect of Forty  
Years of Foreign Interference with  
China.

One Page from Choo Foo-ze.  
The Expedition of the Mongols Against  
Java in 1293, A.D.  
The Wry-necked Tree.  
Phallie Worms.  
Short Notices of New Books and Literary  
Intelligence.

Notes and Queries on Eastern Matters—  
Chinese Anti-Opium Association.  
Publications of the Hongkong Corre-  
sponding Committee of the Relig-  
ious Tract Soc.  
Hongkong School-book Committee.  
Chinese Wills.  
Chinese Speech-Learning Guns.  
History of the Maritime Provinces.  
Books Wanted, Exchanges, &c.

China Mail Office.  
Hongkong, March 11, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has  
been very much extended. The fol-  
lowing are some of its Agents—

Macao.—Man Chuen Shop.  
Canton.—Sing Chuen Native Post Office,  
Luen Hing Street; Chui Hing Low Hotel,  
Luen Hing Street; Kwong Tin Fat Shop, Yan  
Tat Street; Mr. Sit Chuen Fan, Tung Wen  
Kwan; Yuen Fong Shop, in front of the  
Provincial Treasurer's Yamen; How Yuen  
Shop, Small Market Street, New City; Yee  
Cheung Photograph Shop, Honam; Kwai  
Heung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun  
Loong Hong.  
Amoy.—Chiu Cheong Hong, Mook Kik  
Street.

Foochow.—Mr. Yü Ching Cheong, Foo-  
chow Arsenal; Mr. Lum Kok Ching, Mar-  
itime Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-  
itime Customs; Mr. Ho Yue Chuen, Mar-  
itime Customs; Mr. Chun Sing Hoi, Messrs  
Jardine, Matheson & Co.; Mr. Kwong  
Chuen Fook, Educational Mission School 1  
and Mow Sing Sang Kee Shop.

Ningpo.—Mr. Sung Min Cheo, Maritime  
Customs.

Hankow.—Yee Hing Hong.  
Chefoo.—Yee Shun Hong.  
Japan.—Mr. Leong Chun Tong, Munic-  
ipal Office, Yokohama.

Saigon.—Wohang Hong.  
Singapore.—Ting Kee Hong; Kwong  
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.  
Calcutta.—Mow Sing Company.  
San Francisco.—Kwong Poong Tai Hong.

The above are some of the Agencies;  
others will be published, when they are  
arranged for. Negotiations are in progress  
with the express couriers who carry the  
official despatches and Peking Gazette, to  
circulate the Chinese Mail in the interior of  
China.

Hongkong, March 10, 1874.

## NOTICE.

THE Undersigned beg respectfully to  
inform the Public that they have  
Established themselves as

BUTCHERS AND GENERAL  
COMPRADORES,

At No. 1, Graham Street,  
And are prepared to Supply Fresh and Salt  
Provisions and STORES, also, WINES, SPI-  
RITS and ALDS of every description.

MATHEW & Co.  
Hongkong, March 25, 1876. my6

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE  
Chinese Mail.

TWO cents a character for the first 100  
characters, and one cent a character  
beyond the first 100, for first insertion; and  
half price for repetitions during the first  
week. Subsequent weeks' insertions will  
be charged only one half the amount of the  
first week's charge. Advertisements for  
half a year and longer will be allowed a  
deduction of 25 per cent. on the total amount,  
and contracts for more favourable terms  
can be made.

Efforts have been made to establish  
Agents for circulating the Chinese Mail in all  
the ports and in the interior of China, all  
the ports in Japan, in Saigon, Singapore,  
Penang, Calcutta, Batavia, Manila, the  
Philippines, Australia, San Francisco, Peru  
and other places which Chinese frequent.  
When the list of Agencies is completed,  
it will be published. Agents have been  
already established in most of the above  
places, and in important ports more than  
one agent has been appointed at each.

CHUN AYIN,  
Manager.  
Hongkong, February 23, 1874.

## Intimations.

PRICE \$6.  
THE TREATY PORTS  
OF  
China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF  
THOSE COUNTRIES, TOGETHER WITH PE-  
KING, YEDO, HONGKONG AND MACAO.  
FORMING A GUIDE BOOK & VADE ME-  
CUM FOR TRAVELLERS, MERCHANTS,  
AND RESIDENTS IN GENERAL.  
8vo. pp. 618. With 20 MAPS and PLANS.

WM. F. MAYERS, N. B. DENNIS, and  
CHAS. KING.  
COMPILED AND EDITED BY N. B.  
DENNIS, P.L.D.

LONDON: N. TRUBNER & Co.  
HONGKONG: China Mail Office.  
Price, \$6, leather half bound.

The scope of this work includes detailed  
descriptions of important Streets and Monu-  
ments, notes on the Climate and general  
TOPOGRAPHY, FAUNA, FLORA, GEOLOGY,  
and METEOROLOGY of each Port and its  
neighbourhood, with HISTORICAL NOTICES  
and minute details respecting the rise and  
progress and social characteristics of the  
several foreign settlements. To these par-  
ticulars are added summaries and statistics of  
the TRADE of each open Port, compiled from  
official returns, together with statements  
respecting COINAGE, CURRENCY, and EX-  
CHANGES, and rates of PASSAGE MONEY.  
Hints, and recommendations to travellers,  
giving full particulars of Customs and mode  
of proceeding to the less frequented settle-  
ments are also included, combined with  
notes on DOMESTIC MARKETS and Mode  
of living.

In addition to furnishing similar particu-  
lars, the Section devoted to Hongkong  
contains an historical sketch forming a  
chronological index of the chief events  
which occupied public attention between  
1841 and 1866, including POLITICAL EVENTS,  
Changes in the GOVERNMENT SERVICE,  
the passing of important ORDINANCES, the  
ARRIVAL and DEPARTURE of the most notable  
PERSONS, ROBERTS, MURDER, FRAUDS,  
FIRES and CRIMINAL TRIALS, ADDRESSSES  
and PRESENTATIONS, &c., &c.

The appendix contains full tables of the  
various steam companies' lines. It also  
includes a Catalogue of over 440 works  
published in the English language upon  
China and Japan, while a copious INDEX  
at the end of the work affords a ready  
means of reference to the reader.

A NEW STOCK OF  
NEXT JOBBING TYPES  
HAVING BEEN RECEIVED  
FROM ENGLAND;  
THIS OFFICE IS PREPARED TO  
EXECUTE  
BOOK & JOB PRINTING  
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AT REASONABLE RATES.

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ASSORTED SIZES, IN GOLD AND COLOURS.  
BALL PENCILS,  
assorted colours.  
MENU CARDS,  
In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED  
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For Sale.

AGREEMENTS FOR FOREIGN-GOING  
SHIPS,  
LADY'S AND GENTLEMAN'S WASHING  
BOOKS,  
CONTRACT PASSAGE TICKETS,  
EXPORT CARGO REPORTS,  
POWERS OF ATTORNEY,  
SHIPPING ORDERS,  
BILLS OF LADING,  
PASSENGER LISTS,  
BILLS OF SALE,  
LOG BOOKS,  
WILLS,  
&c., &c., &c.

China Mail Office, 2, Wyndham Street,  
(Back of Club).

The Overland China Mail.

(The oldest Overland Paper in China.)  
PUBLISHED AT THE "CHINA MAIL" OFFICE.

COMPILED FROM THE Daily China Mail,  
is published twice a month on the  
morning of the English Mail's departure,  
and is a record of each fortnight's current  
history of events in China and Japan, con-  
tributed in original reports and collected  
from the journals published at the various  
ports in those Countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, Macao, &c., and a com-  
plete Commercial Summary.

Subscription, \$12 per annum, payable in  
advance; Postage added. Single Copies,  
50 cents each.

Terms of Advertising, same as in Daily  
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HONG LISTS.

THE AMENDED HONG LIST  
in English and Chinese, con-  
taining the Names of all the most  
important Companies, Institutions  
and Mercantile Houses in the  
Colony.

Price, 25 cents each; or \$2.50  
per dozen.



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**WELLINGTON KNIFE POLISH**  
PREPARED EXPRESSLY FOR THE PATENT KNIFE-  
CLEANING MACHINES, AND KNIVES CONSTANTLY  
CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL  
TO NEW CUTLERY. PACKETS 25 EACH, AND TINS,  
100 AND 250 EACH.

**OAKEY'S**  
**INDIA RUBBER KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING, AND INJURY TO  
THE KNIFE. OAKEY'S WELLINGTON KNIFE POLISH  
SHOULD BE USED WITH THESE BOARDS.

**OAKEY'S**  
**SILVERSMITHS SOAP**  
(NON-MERCURIAL)  
FOR CLEANING AND POLISHING SILVER, ELECTRO-  
PLATE, PLATE GLASS, &c. TABLETS 50, EACH.

**OAKEY'S**  
**WELLINGTON BLACK LEAD**  
IN SOLID BLOCKS—10, 20, & 40 LBS. EACH, & 10, 20, 40, 50, 60, 70, 80, 90, 100 LBS. EACH.

**JOHN OAKEY & SONS**  
MANUFACTURERS OF  
EMERY, EMERY CLOTH, BLACK LEAD, CABINET  
PAPER, &c.  
WELLINGTON EMERY & BLACK LEAD MILLS  
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.  
4mr76 1w 52t 4mr77

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AT CHEAPEST RATES.**D. NICHOLSON & Co.,**SILK, WOOLLEN AND MANCHESTER  
WAREHOUSEMEN,India, Colonial and Foreign Outfitters,  
80 to 83, ST. PAUL'S CHURCHYARD,  
CORNER OF CHEAPSIDE, LONDON.ESTABLISHED 1843,  
Invite attention to their Illustrated 160  
page Catalogue and Outfitting List 80 pages,  
sent post free, containing full particulars  
as to Woollen, Silk and Cotton Goods of  
every description.Patterns Free.  
Ladies' Clothing, Linens, Hosiery,  
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and Accoutrements.Household Furniture,  
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Boots and Shoes,  
Preserved Provisions,  
Wines and Spirits,  
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Books,  
Toys, &c., &c.Shipped at Lowest Export Prices.  
Sole Agents for the "Wauze" and the  
"Gresham" Sewing Machines for the City  
of London.Foreign Produce disposed of for a Com-  
mission of 2 1/2 per cent.Price Lists can be had of Messrs. Wheat-  
ley & Co., Bombay, and at the Office of the  
Englishman in Newspaper, Calcutta.Terms—Not less than 25 per cent. to  
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at 60 days' sight.Parcels not exceeding fifty pounds in  
weight and 2 feet by 1 foot in size, and 250  
in value, are conveyed from London to any  
Port Town in India and Ceylon at a uniform  
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Regimental Messes.**D. NICHOLSON & Co.,**50 to 53, St. Paul's Churchyard, and 66,  
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Unparalleled Success of  
**Goodall's World-Renowned**

HOUSEHOLD SPECIALITIES.

**GOODALL'S QUININE WINE.**YORKSHIRE RELISH.  
**GOODALL'S BAKING POWDER.**YORKSHIRE RELISH.  
The most delicious Sauce in the  
World.This cheap and excellent Sauce  
makes the plainest viands pal-  
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more delicious. To Chop, Steak, Fish,  
&c., it is incomparable. Sold by Grocers,  
Oilmen, &c. Prepared by**GOODALL, BACKHOUSE & Co.,**  
Leeds, England.

Sold wholesale by W. H. Notley, Hongkong.

**GOODALL'S QUININE WINE.**The best, cheapest and most  
agreeable Tonic yet introduced.  
The best remedy known for  
Indigestion, General Debility,  
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delicate invalids to health and vigour. Sold  
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The cheapest because the best,  
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1876 1w 52t 1877

## Intimations.

**ASTHMA & CHRONIC BRONCHITIS.**  
The most effectual remedy will be  
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**Datura Tatula,**  
Prepared in all forms, for smoking and  
inhalation, by  
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and sold by them, and all Chemists and  
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the very best English manufacture. For  
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obtained the following  
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London, 1862. Paris, 1867. Cordova, 1872.  
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FOR THE HANDKERCHIEF.  
White Rose, Frangipanne, Ylang-ylang,  
Stephanotis, Opopanax, Jockey Club,  
ess Bouquet, Trefol, Magnolia,  
Jasmin, Wood Violet,  
and all other odours, of the finest quality only.

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a most fragrant Perfume distilled from the  
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a very refreshing Wash which stimulates  
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OF LAVENDER,  
a powerful Perfume distilled from the  
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VIOLET POWDER, MACASSAR OIL,  
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and other Specialties and general articles  
of Perfumery may be obtained of all  
dealers throughout the World,  
and of the Manufacturers  
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**Dysentery, Cholera, Fever,**  
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**DR. J. COLLIS BROWNE'S**  
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(Ex Army Med. Staff)  
IS THE ORIGINAL AND ONLY  
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P.  
Wood stated that Dr. Collis Browne was  
undoubtedly the Inventor of Chlorodyne,  
that the story of the Defendant, Freeman,  
being the inventor was deliberately untrue;  
which he regretted had been sworn to.  
Eminent Hospital Physician of London  
stated that Dr. J. Collis Browne was the  
discoverer of Chlorodyne; that they pre-  
scribe it largely, and mean no other than  
Dr. Browne's. See Times, July 12, 1864.

The public, therefore, are cautioned  
against using any other than  
**DR. J. COLLIS BROWNE'S CHLORODYNE.**

Remedial uses and action.  
This invaluable remedy produces quiet,  
refreshing sleep, relieves pain, calms the  
system, restores the deranged functions,  
and stimulates healthy action of the secre-  
tions of the body, without creating any of  
those unpleasant results attending the use  
of opium. Old and young may take it all  
hours and times when requisite. Thou-  
sands of persons testify to its marvellous  
good effects and wonderful cures, while  
medical men extol its virtues most exten-  
sively, using it in great quantities in the  
following diseases:

Diseases in which it is found eminently  
useful—Cholera, Dysentery, Diarrhoea,  
Colic, Coughs, Asthma, Rheumatism,  
Neuralgia, Whooping Cough, Cramp, Hy-  
steria, &c.

The Right Hon. Earl Russell communi-  
cated to the College of Physicians and J. T.  
Davenport that he had received informa-  
tion to the effect that the only remedy of  
any service in Cholera was Chlorodyne.—  
See Lancet, Dec. 31, 1864.

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is a most valuable remedy in Neuralgia,  
Asthma, and Dysentery. To it I fairly  
owe my restoration to health, after eighteen  
months' severe suffering, and when other  
remedies had failed."

Sole Manufacturer—  
**J. T. DAVENPORT,**  
33, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s. 1/4d., 2s. 0d., & 4s. 6d.

Agents—  
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11mr76 1w 52t 11sep76

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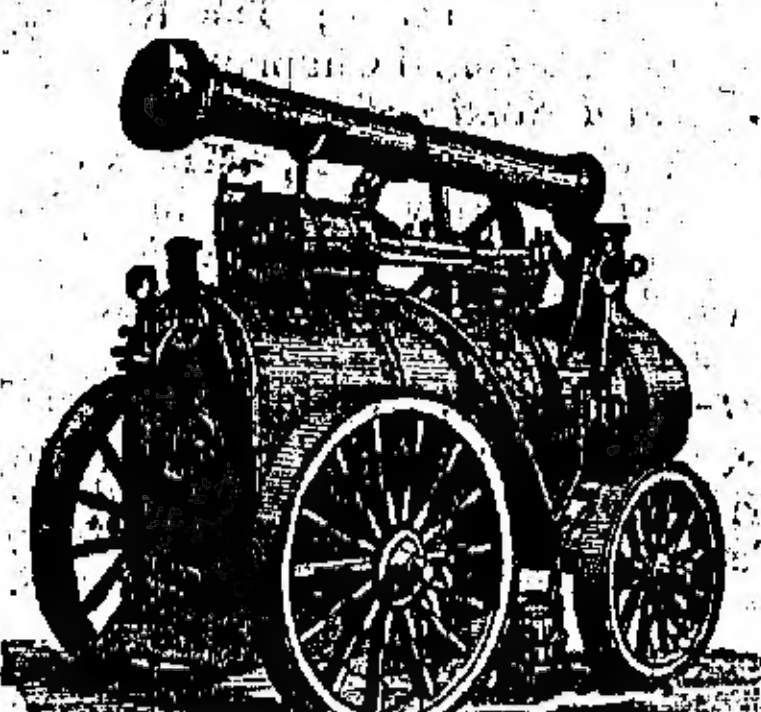
**J. & F. MARTELL'S**  
**BRANDY.**

It having come to our knowledge that  
spurious imitations are imported, Con-  
sumers should be careful to see that they  
obtain the genuine article with our Brand,  
which is to be had of all respectable Dealers.  
Agents: MATTHEW CLARK & SONS, 72,  
Great Tower Street, London.

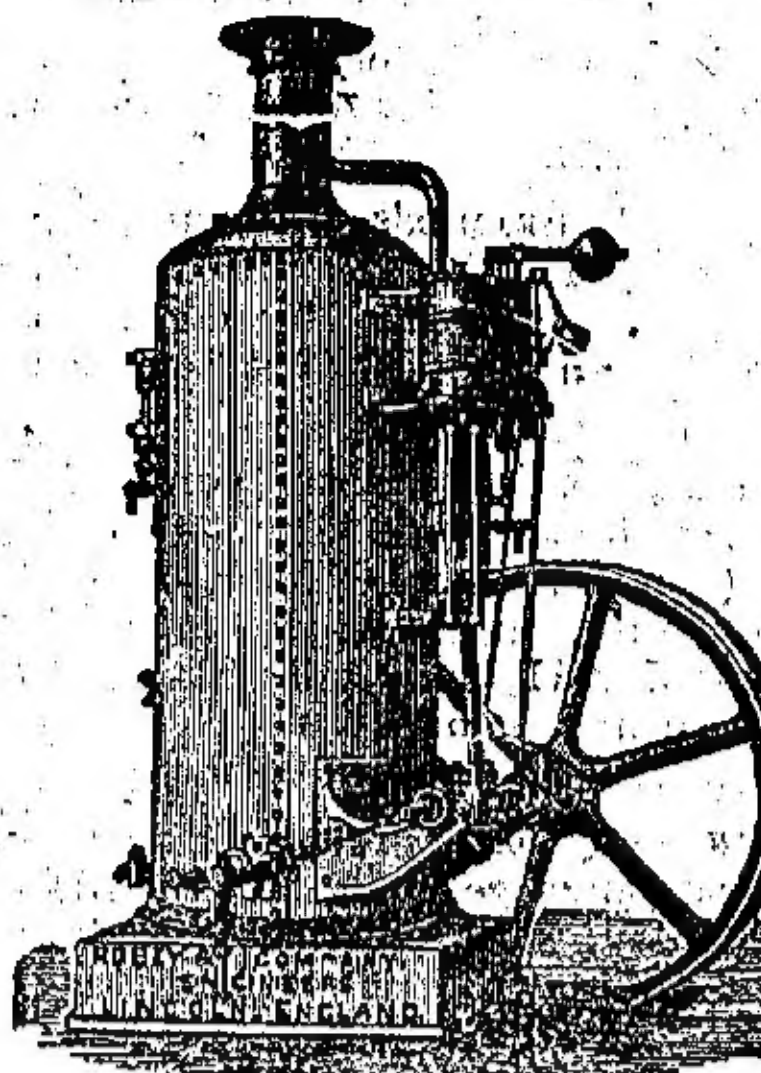
**MARTELL & Co.**

1876 1w 52t 1877

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Superior Portable Engines.

Vertical Stationary Steam Engine  
and Patent Boiler Combined.

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suitable for Agriculturists, Contractors, Collieries, Mines, &c., apply to the Manufacturers,  
**ROBEY & Co., ENGINEERS, LINCOLN, ENGLAND.**

22mr75 13t No.2

**Dysentery, Cholera, Fever,**  
**Ague, Coughs, Colds, &c.**

**DR. J. COLLIS BROWNE'S**  
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Remedial uses and action.  
This invaluable remedy produces quiet,  
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system, restores the deranged functions,  
and stimulates healthy action of the secre-  
tions of the body, without creating any of  
those unpleasant results attending the use  
of opium. Old and young may take it all  
hours and times when requisite. Thou-  
sands of persons testify to its marvellous  
good effects and wonderful cures, while  
medical men extol its virtues most exten-  
sively, using it in great quantities in the  
following diseases:

Diseases in which it is found eminently  
useful—Cholera, Dysentery, Diarrhoea,  
Colic, Coughs, Asthma, Rheumatism,  
Neuralgia, Whooping Cough, Cramp, Hy-  
steria, &c.

The Right Hon. Earl Russell communi-  
cated to the College of Physicians and J. T.  
Davenport that he had received informa-  
tion to the effect that the only remedy of  
any service in Cholera was Chlorodyne.—  
See Lancet, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspec-  
tor of Hospitals, Bombay:—"Chlorodyne  
is a most valuable remedy in Neuralgia,  
Asthma, and Dysentery. To it I fairly  
owe my restoration to health, after eighteen  
months' severe suffering, and when other  
remedies had failed."

Sole Manufacturer—  
**J. T. DAVENPORT,**  
33, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s. 1/4d., 2s. 0d., & 4s. 6d.

Agents—  
Hongkong, Messrs WATSON & Co.  
Shanghai, Messrs WATSON CHEUNG & Co.

11mr76 1w 52t 11sep76

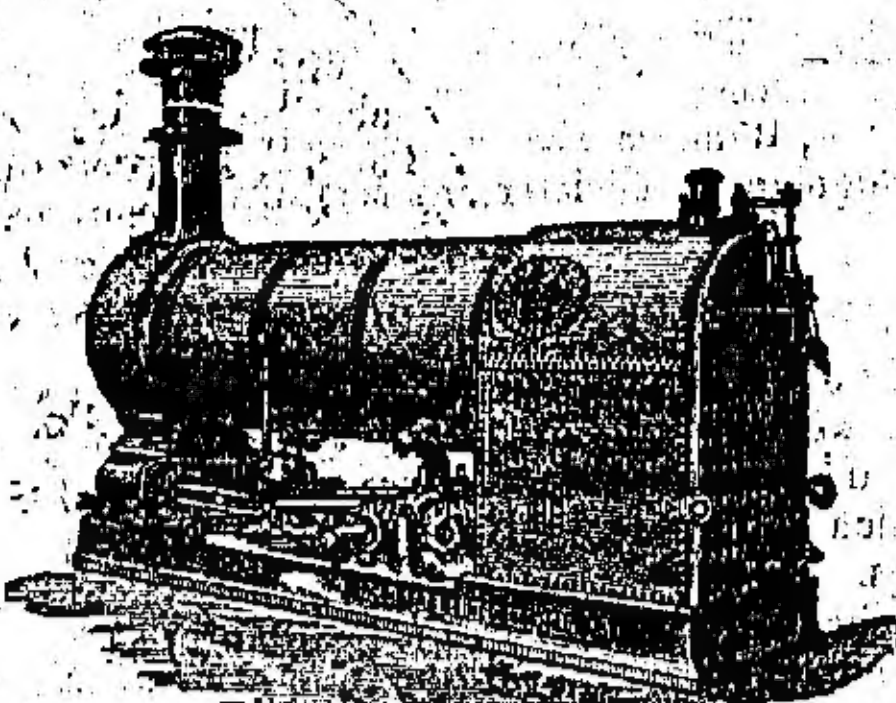
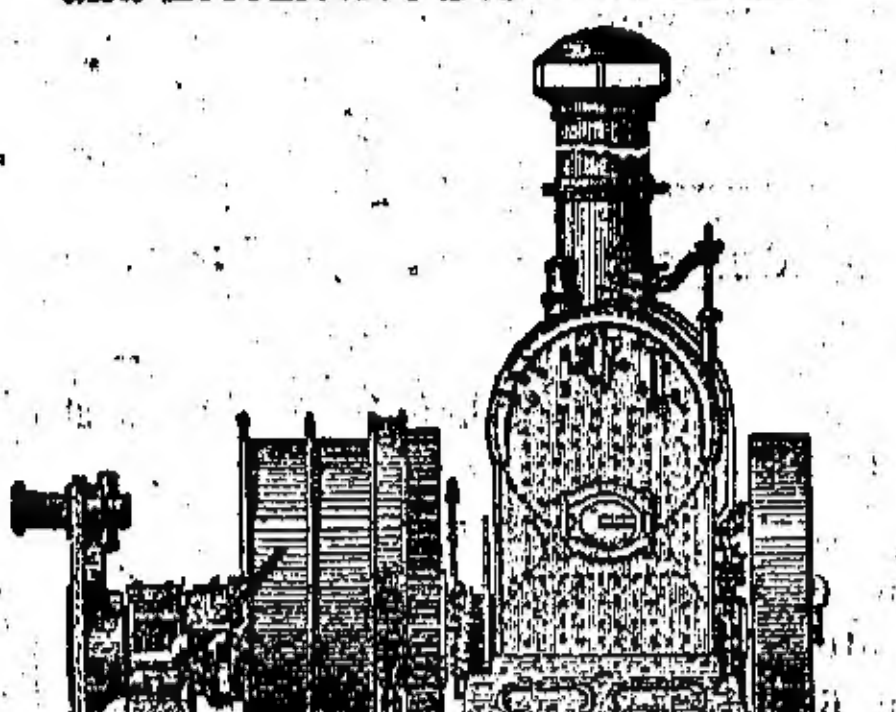
**CAUTION.**

**J. & F. MARTELL'S**  
**BRANDY.**

It having come to our knowledge that  
spurious imitations are imported, Con-  
sumers should be careful to see that they  
obtain the genuine article with our Brand,  
which is to be had of all respectable Dealers.  
Agents: MATTHEW CLARK & SONS, 72,  
Great Tower Street, London.

**MARTELL & Co.**

1876 1w 52t 1877

ROBEY & CO.,  
ENGINEERS,  
LINCOLN, ENGLAND.Patent Improved Horizontal Fixed Engine  
and Locomotive Boiler Combined.

Patent Improved Robey Mining Engine.

For full particulars and Prices of the Machinery here illustrated, also for all Machinery  
suitable for Agriculturists, Contractors, Collieries, Mines, &c., apply to the Manufacturers,  
**ROBEY & Co., ENGINEERS, LINCOLN, ENGLAND.**

22mr75 13t No.2

**Dysentery, Cholera, Fever,**  
**Ague, Coughs, Colds, &c.**

**DR. J. COLLIS BROWNE'S**  
**CHLORODYNE**

(Ex Army Med. Staff)  
IS THE ORIGINAL AND ONLY  
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P.  
Wood stated that Dr. Collis Browne was  
undoubtedly the Inventor of Chlorodyne,  
that the story of the Defendant, Freeman,  
being the inventor was deliberately untrue;  
which he regretted had been sworn to.  
Eminent Hospital Physician of London  
stated that Dr. J. Collis Browne was the  
discoverer of Chlorodyne; that they pre-  
scribe it largely, and mean no other than  
Dr. Browne's. See Times, July 12, 1864.

The public, therefore, are cautioned  
against using any other than  
**DR. J. COLLIS BROWNE'S CHLORODYNE.**

Remedial uses and action.  
This invaluable remedy produces quiet,  
refreshing sleep, relieves pain, calms the  
system, restores the deranged functions,  
and stimulates healthy action of the secre-  
tions of the body, without creating any of  
those unpleasant results attending the use  
of opium. Old and young may take it all  
hours and times when requisite. Thou-  
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11mr76 1w 52t 11sep76

**CAUTION.**

**J. & F. MARTELL'S**  
**BRANDY.**

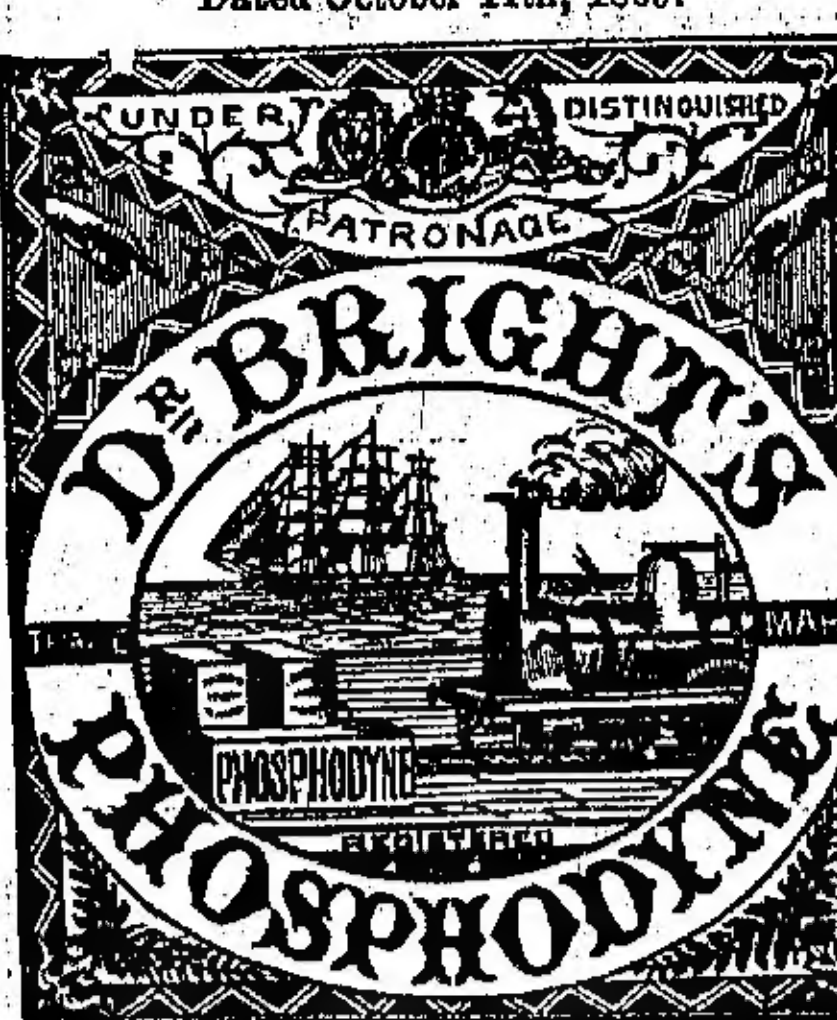
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Great Tower Street, London.

**MARTELL & Co.**

1876 1w 52t 1877

## Intimations.

Protected by Royal Letters Patent,  
Dated October 11th, 1869.



(OZONIC OXYGEN)

The New Curative Agent, and only Re-  
liable Remedy for Nervous and Liver  
Complaints.

This Phosphatic combination is pronounced by  
the most eminent members of the Medical Pro-  
fession to be unequalled for its power in replen-  
ishing the vitality of the body, by its supplying  
all the essential constituents of the blood and  
nervous substance, and for developing all the powers  
and functions of the system to the highest degree.  
It is agreeable to the palate, and innocent in  
properties; and as a specific, surpassing all the  
known therapeutic agents of the present day for  
the speedy and permanent cure of—Nervous  
Prostration, Liver Complaints, Palpitation of the  
Heart, Dizziness, Noises in the Head and Ears,  
Loss of Energy and Appetite, Hypochondria,  
Female Complaints, General Debility, Indiges-  
tion, Flatulence, Incapacity for Study or Busi-  
ness, Sick Headache, Lassitude, Stiffness of  
Breath, Trembling of the hands and limbs, Im-  
paired Nutrition, Mental and Physical Depression,  
Consumption (in its first stages only), Fidelity  
Eruptions of the Skin, Impaired Sight and  
Memory, Nervous Fancies, Impoverished Blood,  
Nervous Debility in all its Stages, Premature  
Decline, and all morbid conditions of the system  
arising from whatever cause. The action of the  
Phosphodyne is twofold—on the one hand in-  
creasing the principle which constitutes nervous  
energy, and on the other the most powerful blood  
and flesh generating agent known; therefore, a  
marvellous medicine for renovating impaired and  
broken-down constitutions. It quickly improves  
the functions of assimilation to such a degree,  
that where for years an emaciated, anxious,  
cadaverous, and semi-vital condition has existed,  
the flesh will rapidly increase in quantity and  
firmness, and the whole system return to a state  
of robust health. The Phosphodyne acts also  
directly upon the organization; for instance, it  
excites nature to generate that human electricity  
which renews and rebuilds the osseous, muscular,  
nervous, membranous, and organic systems. It  
operates on the system without exciting any  
thought upon the individual as to the process.  
It moves the lungs, liver, heart, kidneys, stomach,  
and intestines, with a harmony, vigour, yet  
mildness unparalleled in medicine.

The Phosphodyne gives back to the human  
system, in a suitable form, the phosphorus or  
animating element of life, which has been wasted,  
and exerts an important influence directly  
on the spinal marrow and nervous system, of a  
nutritive, tonic, and invigorating character,  
maintaining that buoyant energy of the brain and  
muscular system which renders the mind cheer-  
ful, brilliant, and energetic, entirely overcoming  
that dull, inactive, and sluggish disposition  
which many persons experience in all their  
actions.

The beneficial effects of the Phosphodyne are  
frequently shown from the first day of its ad-  
ministration, by a remarkable increase of nervous  
power, with a feeling of vigour and comfort, to  
which the patient has long been unaccustomed.  
Digestion is improved; the appetite increases  
wonderfully; the bowels become regular; the  
eyes brighter; the skin clear and healthy; and  
the hair acquires strength, showing the impor-  
tance of the action of the Phosphodyne on the  
organs of nutrition.

Finally, the Phosphodyne maintains a certain  
degree of activity in the previously debilitated  
nervous system; its use enables all debilitated  
organs to return to their sound state and perform  
their natural functions. Persons suffering from  
Nervous Debility, or any of the hundred symp-  
toms which this distressing disease assumes, may  
rest assured of an effectual and even speedy cure by  
the judicious use of this most invaluable remedy.

**DR. BRIGHT'S PHOSPHODYNE**  
is sold only in Cases at 10s. 6d. by all  
Chemists and Patent Medicine Vendors  
throughout the Globe.

Full Directions for Use, in the English,  
French, German, Italian and Dutch Lan-  
guages, accompany each Case.

**CAUTION.**—The large and increasing  
demand for Dr. Bright's Phosphodyne has  
led to several imitations under somewhat  
similar names; purchasers of this medicine  
should therefore be careful to observe that  
each case bears the English Government  
Stamp, with the words Dr. Bright's Phos-  
phodyne engraved thereon, and that the  
same words are also blown in the bottle.

Agents for—  
Hongkong, Messrs. WATSON & Co.  
Shanghai, WATSON, CHEUNG & Co.

Export Agents,  
**NORTON, WATNEY & Co.,**  
107, Southwark Street,  
London, S.E.

28mr75 52t 3mlf 10mlw 14mr76

**OXYGEN IS LIFE.**

**DR. BRIGHT'S PHOSPHODYNE.**—  
Multitudes of People are hopelessly  
suffering from Debility, Nervous and Liver  
Complaints, Depression of Spirits, Hypo-  
chondria, Timidity, Indigestion, Lassitude,  
Want of Power, &c., whose cases admit of  
a permanent cure by the new remedy  
Phosphodyne (Ozonic Oxygen), which at  
once allays all irritation and excitement,  
imports new energy and life to the enfeebled  
constitution, and rapidly cures every  
stage of these hitherto incurable and dis-  
tressing maladies. Sold by all Chemists  
and Druggists throughout the Globe.

**CAUTION.**—The large and increasing  
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Export Agents,  
**NORTON, WATNEY & Co.,**  
107, Southwark Street,  
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**THE FOLLOWING**  
IS AN  
Extract from a Letter

dated 15th May, 1873,  
from an old inhabitant of Horing-  
ham, near Warrminster, Wilts:—  
"I must also beg to say that your  
Pills are an excellent Medicine for  
me, and I certainly do enjoy good  
health, sound sleep, and a good  
appetite; this is owing to taking your Pills.  
I am 78 years old.  
"Remaining, Gentlemen, yours very  
respectfully,  
To the Proprietors of  
**L. S.  
NORTON'S CAMOMILE PILLS,**  
London.

28mr75 11 28t 28mr76

**FREDERIC ALGAR,**  
COLONIAL NEWSPAPER & COMMIS-  
SION AGENT,  
11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

**NOTICE TO SHIPPERS.**  
Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

28mr75 52t 3mlf 10mlw 14mr76

**THE GREATEST WONDER OF MODERN  
TIMES!**

**HOLLOWAY'S PILLS.**

Persons suffering from weak or debili-  
tated constitutions will discover that by  
the use of this wonderful medicine there is  
"Health for all." The blood is the foun-  
tain of life, and its purity can be main-  
tained by the use of these Pills.

Sir Samuel Baker, in his work entitled  
"The Nile Tributaries in Abyssinia," says,  
"I ordered the druggist Mahomet to  
inform the Fakery that I was a Doctor, and  
that I had the best medicines at the ser-  
vice of the sick, with advice gratis. In a  
short time I had many applicants, to whom  
I served out a quantity of Holloway's Pills.  
These are most useful to an explorer, as  
possessing unmistakable purgative prop-  
erties they create an undeniable effect upon  
the patient, which satisfies him of their  
value."

**SIMPLE, SAFE AND CERTAIN!**  
**HOLLOWAY'S OINTMENT**



## Notices to Consignees.

## FROM LONDON AND SINGAPORE.

**THE S. S. Glenartney** having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless notice to the contrary is given before Noon To-morrow, the 4th Inst. Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,** Agents S. S. Glenartney.

Hongkong, April 3, 1876. ap10

## S. S. OLYMPIA, FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified, that their Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained.

Goods remaining in store after the 10th Instant will be subject to rent.

Optional Cargo will be forwarded on, unless applied for by the Consignees before 2 p.m. on Monday, the 3rd Inst.

Bills of Lading will be countersigned by **SIEMSEN & Co.,** Agents.

Hongkong, April 3, 1876. ap10

## FROM CALCUTTA, PENANG AND SINGAPORE.

**THE British S. S. Hindostan** having arrived from the above ports, Consignees are hereby informed that the General Cargo will be landed by, and into the Godowns of the Undersigned at Wanchi, whence delivery can be obtained on and after the 6th Instant.

Goods remaining in store after the 12th Instant will be subject to rent.

Consignees of Opium are requested to take delivery from the boats alongside the Ice House Street Wharf, otherwise the Drug will be stored by the Undersigned at Consignees' risk, unprotected by Fire Insurance.

Bills of Lading will be countersigned by **DAVID SASSOON, SONS & Co.,** Agents.

Hongkong, April 4, 1876. ap12

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. IRAOUADY.

## NOTICE.

CONSIGNEES of Cargo per S. S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from Friday, the 7th Instant, at 10 a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 7th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned unless after Friday, the 14th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 6, 1876. ap14

## S. S. ORCHIS, FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby notified, that their Cargo is being landed and stored at their risk in the Godowns of the Undersigned, whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 15th Instant will be subject to rent.

Bills of Lading will be countersigned by **WM. PUSTAU & Co.,** Agents.

Hongkong, April 7, 1876. ap15

## FROM YOKOHAMA AND HIOGO.

**THE S. S. Stad Amsterdam**, Captain Boon, having arrived, Consignees of Cargo are hereby requested to take immediate delivery of the same, otherwise it will be landed and stored at their risk and expense by the Undersigned.

**JARDINE, MATHESON & Co.,** Agents S. S. Stad Amsterdam.

Hongkong, April 8, 1876.

## FROM CALCUTTA, PENANG AND SINGAPORE.

**THE S. S. Asaph** having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.,** Agents.

Hongkong, April 4, 1876.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES per Company's Steamer **Tigre** from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will be at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for this port.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 4, 1876.

## For Sale.

**DUO DE MONTEBELLO CARTE**  
**BLANCHE CHAMPAGNE.**  
Quarts, \$15 per case (1 dozen).  
Pints, \$16 " " (2 " " )  
5 per cent. discount on 25 cases.

## Bourbon WHISKEY.

\$12 per case (1 dozen.)

## For Sale by

**HEARD & Co.**  
Hongkong, June 22, 1875.

## WASHING BOOKS.

(In English and Chinese.)

**WASHERMAN'S BOOKS**, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.  
**CHINA MATR. OFFICE.**

## To Let.

## TO LET.

With Immediate Possession.

**THE House No. 35, Wellington Street,** lately in the occupation of Messrs. ROSE & Co.

The Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GARRATT.

(Also with occupation from 1st April next.)

The Dwelling House No. 46, Peel Street, now in the occupation of Mr. HAUSCHILD.

(And with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. STOUT.

**DOUGLAS LAPRAIK & Co.**  
Hongkong, March 20, 1876.

## TO BE LET.

**A COMMODIOUS HOUSE** in Queen's Road East, with Godown attached. Rent \$25 per month.

Apply to **PURDON & Co.**

Hongkong, March 20, 1876.

## TO LET.

With Possession on the 1st April.

**THE Premises** in Queen's Road Central, known as the "London Inn."

Apply to **LANE, ORAWFORD & Co.**

Hongkong, March 9, 1876.

## TO LET.

**FIRST CLASS STORAGE, GODOWNS,** on the Praya.

Apply to **TAYLOR & THOMPSON,**

Hongkong, November 20, 1875.

## TO RENT CHEAP.

**OFFICES and Godown, No. 55, Praya,** lately occupied by Messrs. TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to **LAI HING & Co.**

Hongkong, March 30, 1876.

## TO LET.

**HOUSE No. 5, Zetland Street.**

**DAVID SASSOON, SONS & Co.**  
Hongkong, April 8, 1876.

## To-day's Advertisements.

## BISCUIT FLOUR.

**A N Excellent FOOD for INFANTS and CHILDREN.**

MANUFACTURED SOLELY BY **THE HONGKONG & CHINA BAKERY Co., LIMITED.**

In Tins Containing 6 lbs.  
Hongkong, April 8, 1876. my8

## NOTICE.

**THE OFFICE of the Undersigned** has been REMOVED to BIRD'S LANE.

**MEYER, ALABOR & Co.**  
Hongkong, April 8, 1876. ap15

## NOTIFICATION.

**IT is herewith notified** that a Customs House has been Established at HOI-HOW (海口), the Treaty Port of KIUNGCHOW (瓊州), and has been

Opened for transaction of Business under this day's date.

**H. O. BROWN,**  
Commissioner of Customs.

Kiungchow Customs,  
Hoi-how, April 1, 1876. my8

## SHIPPING.

## ARRIVALS.

April 7, *An-lan*, Chinese gunboat, 221, Godal, K'ing Chow April 8.

April 7, *Tigre*, French steamer, 1099, De Girard, Calcutta, Man 13, Gale 25, and Singapore April 11, Cotton and General.

April 8, *Agamemnon*, British steamer, 1560, Wilding, Liverpool Feb. 17, via ports of call, and Singapore April 1, General.

April 8, *Peng-chao-hat*, Chinese gunboat, Palmer, from a cruise.

April 8, *Kuangtung*, British steamer, 491, Ashton, Foochow April 6, Amy 6, Swatow 7, General.—D. LAPRAIK & Co.

April 8, *Louise Marie*, French bark, 385, Laire, Bangkok, Rice and Teakwood.—LANDSTEIN & Co.

April 8, *Dora*, Spanish brig, 341, M. F. Labarraque, Suai April 4, Timber.—CAPT.

April 8, *Feronia*, German steamer, 1088, Schulte, Saigon April 8, Rice.—Wm. PUSTAU & Co.

April 8, *Stad Amsterdam*, for Saigon.

April 8, *Lathley Rich*, for San Francisco.

April 8, *Shidai*, for Shanghai.

April 8, *Volga*, for Yokohama.

April 8, *Rajah*, for Swatow.

April 8, *Peng-chao-hat*, on a cruise.

## DEPARTURES.

April 7, *Glennie Castle*, for Saigon.

April 8, *Stad Amsterdam*, for Saigon.

April 8, *St. G. Reed*, for Portland (Oregon).

April 8, *Lord of the Isles*, for San Francisco.

April 8, *Agamemnon*, for Amoy.

April 8, *Arratoon*, for Swatow.

April 8, *Maharajah*, for Swatow.

April 8, *MacGregor*, for Bangkok.

April 8, *Yesso*, for Swatow.

## PASSENGERS.

ARRIVED.—Per *Agamemnon*, from Singapore for Hongkong; Capt. Starkey, Messrs. Overly, Scott and O. H. Baker, and 174 Chinese. For Shanghai: Mr. Holliday, Mr. Warlock; from Penang: Mr. Holliday; from Singapore: Mr. Byrne, 3 European deck and 124 Chinese.

DEPARTED.—Per *Volga*, for Yokohama, Mr. Ri-Aramis.

Per *Shidai*, for Shanghai, Col. Unterberger, Messrs. Chengkong, and servant, Elliott, Behder, Evans, Burchett, Stewart, Bridgman, Bucheister and servant.

## SHIPPING REPORTS.

The French steamer *Tigre* reports: had fine weather to Singapore, thence to the island of Hainan fine weather, after passing which had strong N.W. winds and heavy fog.

The British steamer *Chops* reports: left Saigon 1st instant at 5 p.m. and arrived at Hongkong on 7th at 4 p.m. Experienced light breeze and fine weather during the first part of passage, the latter part very heavy head wind and sea with heavy rain and vivid flashes of lightning and overcast sky.

## Shipping Intelligence.

## HOME SHIPPING.

The following is taken from the latest London Papers:—

Jan. 6, *Annie Braginton*, from New York to Shanghai.

Jan. 6, *Outcrops*, from Cardiff to Hongkong.

Jan. 6, *Lycks Till*, from Cardiff to Hongkong.

Jan. 10, *Echo*, from London to Hongkong.

Jan. 11, *Titan*, from Penarth to Hongkong.

Jan. 13, *Antipodes*, from Cardiff to Hongkong.

Jan. 17, *Alex. McNeil*, from Cardiff to Hongkong.

Jan. 17, *Onward*, from Liverpool to Hongkong.

Jan. 19, *Sophie*, from Cardiff to Hongkong.

Jan. 20, *Forward Ho*, from London to Yokohama, &c.

Jan. 22, *Flintshire* (str.), from London to Penang, &c.

Jan. 24, *Victoria* (str.), from Liverpool to Manila.

Jan. 31, *Lord Macaulay*, from Newport to Hongkong.

Feb. 1, *Neorhus* (str.), from Cardiff to Hongkong.

Feb. 2, *Evelyn*, from London to Hongkong.

Feb. 4, *Undine*, from London to Shanghai.

Feb. 6, *Paul Marie*, from London to Shanghai.

Feb. 6, *Scotia*, from London to Hongkong.

Feb. 6, *Kaisow*, from London to Hongkong.

Feb. 17, *Naples* (str.), from London to China.

## LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Sumatra. Lorne.

Russia. Galley of Lorne.

Viking. Fleurs Castle.

Glenlyon.

## Shipping Vessels.

Cashmere. Ada.

Moss Glen.

## At Liverpool.

Antenor (str.). Gladius (str.).

Oregon.

## CARGO.

Per *Patroclus*, Hongkong to London, 55,660 lbs. Congou Tea, 1,550 lbs. Pouchong Tea, 16 pkgs. Silk Piece Goods, 55 pkgs. Canees, 133 pkgs. Star Aniseed, 180 pkgs. Matting, 113 pkgs. Chinaware, 20 pkgs. Preserves, and 145 pkgs. Sundries.

## POST OFFICE NOTIFICATIONS.

**MAILS WILL CLOSE:—**

For YOKOHAMA & SAN FRANCISCO.—

Per *QUANGSE*, at 1.30 p.m. on Wednesday, the 12th April.

## General Memoranda.

**TUESDAY, April 11:—**

2.30 p.m.—Meeting of Legislative Council.

**WEDNESDAY, April 12:—**

2 p.m.—*Quangse* leaves for San Francisco.

9 p.m.—Meeting of Zetland Lodge.

Goods per *Hindostan* undelivered after this date subject to rent.

**THURSDAY, April 13:—**

Noon.—English Mail leaves for Ports of Call and Europe.

4.30 p.m.—Meeting of the Hongkong Club at Club House.

**FRIDAY, April 14:—**

Noon.—General Weekly Sale by Messrs. Lane, Crawford & Co.

Goods per *Iravaddy* undelivered after this date subject to rent and landing charges.

**SATURDAY, April 15:—**

9 p.m.—American Mail leaves for Yokohama and San Francisco.

Goods per *Orchis* undelivered after this date subject to rent.

**TUESDAY, April 18:—**

4 p.m.—Choral Festival at Cathedral.

**THURSDAY, April 20:—**

*Nyctir* leaves for London on or about this date.

*Bowlin* leaves for Singapore, Brisbane, Sydney and Melbourne about this date.

**SATURDAY, April 22:—**

Noon. Tenders received at Spanish Consulate for construction of Six Bullets.

Claims against the Estate of Captain Lawrence Yotung, deceased, must be sent in on or before this date.

**SUNDAY, April 30:—**

Claims against the Estate of George Barry Falconer, deceased, must be sent in on or before this date.

**MONDAY, May 1:—**

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Guila* leaves for Yokohama and San Francisco.

## MEMOS. FOR TO-MORROW.

## RELIGIOUS SERVICES:—

**St. John's Cathedral.**—The Right Reverend Bishop Bayly; The Rev. R. Hayward Kidd, Colonial Chaplain. On the First and Third Sundays in each Month:—At 11 a.m., Morning Prayer, Sermon and Celebration of the Holy Communion. On the Second and Fourth Sundays in each Month (and Fifth, if any):—Morning Prayer, Litany and Sermon. On all Sundays:—At 4 p.m., Evening Prayer and Sermon. On Wednesdays:—At 5 p.m., Evening Prayer (shortened form), and exposition of Scripture. On all Holy Days:—At 8 a.m., celebration of the Holy Communion.

**Military Service.**—Rev. W. H. Baynes M.A.—At 8 a.m., Morning Prayer and Litany alternately, Sermon and Celebration of Holy Communion every Sunday.

**Union Church.**—Minister, Rev. James Lambert. Morning Service, at 11 a.m. Afternoon, 6 p.m.

**St. Peter's Seamen's Church.**—Rev. W. H. Baynes, M.A. Service at 5 p.m. every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

**St. Stephen's Mission Church.**—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer:—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

**Berlin Foundling House.**—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

**Roman Catholic Cathedral.**—Wellington Street. Very Reverend G. Burghill, noll. In the morning, at 6 o'clock, 1st Mass; at 7, 2nd Mass; at 8, High Mass, with Sermon in Portuguese; at 10, Military Service, Mass and Sermon in English. In the afternoon, at 4, Catechism in Portuguese, English and Chinese; at 4.30, Sermon in Portuguese; at 5, Benediction.

**St. Francis Xavier's Chapel.** Spring Gardens.—In the morning, at 7, Mass with Sermon in Chinese. In the evening, at 8, Benediction.

**Roman Catholic Reformatory, West Point.**—Rev. B. Vignolo. In the morning, at 7.30, Mass.

## Shipping.

Daylight.—*Yesso* leaves for Swatow, Amoy and Foochow.

*Agamemnon* leaves for Shanghai on or about this date.

## MEMOS. FOR MONDAY.

## Shipping.

Goods per *Olympia* undelivered after this date subject to rent.

Goods per *Glenartney* undelivered after this date subject to rent.

## Tenders Close.

Noon.—Tenders for Army Contracts received by the Assistant Commissary General.

## Auctions.

1 p.m.—Sale of Hulk, Machinery, Rigging, &c., of Gunboat *Camois* at Macao.

## TO ADVERTISERS.

It is requested that all advertisements be sent, when practicable, by 4 p.m., to allow of the early issue of the paper.

The publication of this issue commenced at 8.05 p.m.

## THE CHINA MAIL.

## HONGKONG, SATURDAY, APRIL 8, 1876.

## It will be seen from the letter of Our

Correspondent, published in another column, that the port of Kiungchow was formally opened for trade, and the whole island of Hainan made a Consular district of Canton, on the 1st April. The *Sun chee* arrived at Nowhow on the 25th, the *Ling feng*, with the Consular staff on board, on the following day, and H. M. S. *Egeria*, with Sir Brooke Robertson and staff on board, on the 27th ultimo. The three steamers left for Hoi-how (the port for the city or for of Kiungchow) at 8 a.m. on the 28th and reached that



amongst the services will be concluded on Tuesday (in Easter Week) by a Choral Festival, at which "Lauda Sion" will be sung, and an offertory taken in aid of the Organ Repairs Fund.

A cross attempt to squeeze was lately made on a Chinese merchant who imported a quantity of aniseed into the Canton province. He had cleared at the Customs at Canton, and received a certificate for 100 cabbies of the goods, the duty on which he had paid. When he arrived, however, at the Fatshan Barrier, the correctness of the certificate was disputed, the package being found to weigh 119 cabbies instead of 100. The Customs people detained the goods and demanded \$50 for its liberation and that of its owner. The man remonstrated, and urged that the 109 cabbies were the net weight of the goods, while the Customs surely could not charge him duty for the tare. A great crowd was collected, and the man enlisted so much sympathy that the through threatened to do personal injury to the Barrier officials, who, luckily for themselves, gave way to popular feeling and wisely retired.

That robberies have been on the increase since the Victory of Canton put down gambling with a strong hand we have already noticed; but we were not quite prepared to hear of forcible abduction within a stone's throw of the Yamen of one of the chief magistrates of the province. Situated in the street in front of the Prefect's Yamen there was an establishment called Ng Fook Tong in which female actors were trained, where there resided always a goodly number of young damsels intended to cater for the amusement of youthful pleasure-seekers, and their owner derived no small profit from this shady profession. A few days ago, a batch of about ten robbers, armed to the teeth, broke the domestic bliss of this establishment by making a forcible entry into the house and carrying away two of the most promising tenants. Pursuit was given, but in spite of an alarm, nobody came to the assistance of the pursuers, who finally gave up the chase. This, it must be said, occurred in broad daylight, and under the very nose, as it were, of the Prefect of Canton.

As a sequel to the self-immolation we recorded the other day of a Chinese lady at Foochow, by strangling herself at a public ceremony, we have to relate a sad incident connected therewith. It appeared that on the day following the eventful occasion, a number of small boys were playing in a barn where there was erected a grinding mill. One of the youngsters, aged about twelve, had been to see the ceremony, and in a sportive spirit imitated the devotion of the self-martyred woman. He suspended a rope over the mill, and after the manner of the heroine put his head into the noose and was thus left swinging. Meantime his playmates had gone off to some other place to enjoy themselves, and on their return, they found to their great horror that the boy was apparently lifeless. They were too frightened to do anything to relieve the poor boy, but raised an alarm which attracted some grown-up people to the spot. It was, however, too late, the little fellow being quite dead when taken down.

We observe the name of the new gunboat recently launched at the Foochow Arsenal is wrongly given by the *Foochow Herald*. It should have been 藝成, not 藝新 as given by our contemporary. The translation of the former may be rendered "accomplishment in the study of science." This vessel was constructed after the design delineated by the Chinese students of the Upper School in the Arsenal. The vessel was launched on the 23rd March at 10.30 a.m. precisely in the presence of H. M. Ting Jih Chang, the Governor of Fokien and Commissioner of the Arsenal, attended by his whole suite and accompanied by Mr. Tong King Sing. The vessel is of 50 horsepower, and her launch was most successful. The distinctive feature in the gun-boat is the fact of her being designed and constructed entirely by Chinese. Hence the appropriate name the Chinese gave to her, to signify the success of their first efforts in the art of ship-building, this being the first vessel ever built by Chinese, without foreign aid, in that establishment. We shall await with much interest the result of her trial trip.

The following is the order of Service of St. John's Cathedral, Hongkong, Palm Sunday, 8th April, 1876:—

Morning Prayer, Litany and Sermon at 11.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Exodus, ix.; Second Lesson, Matthew, xvi.; Venite, v.; Merces, De Deum, 2; Mercies, Benedictions, 8; Merces, First Hymn, No. 171; Second Hymn, No. 810.

Evening Prayer and Sermon at 4.—Reader, The Colonial Chaplain; Preacher, The Rev. C. J. Corrie, B.A.; First Lesson, Exodus, x.; Second Lesson, Luke, xix.; from verse 28; Psalms, Nos. 85 and 61; Monk, Cantate Domino, No. 134; Monk, Missereatur, No. 8; Monk, Anthem, "O let thy burden upon the Lord" (Elijah); No. 80; Hymn after Sermon, No. 49, in Antiphon Book.

The Athletic Sports were continued to-day. The weather was, if anything, rather too warm for running, in fact many of the spectators complained of the warmth and it must have been very trying to the competitors in the various games &c. A very large attendance of spectators were present, both Foreigners and Chinese. The Band of the 28th Regt. was in attendance and the enjoyment was greatly heightened by their performance. The programme was gone through with punctuality and precision.

1.—Throwing the Hammer. 1st Prize \$5, 2nd \$2.

There were 9 entries for this match, the result being in favour of Br. Matcham, who made a cast of 77 feet 8 inches.

1. Br. Matcham, R.A.  
2. Br. Bass, R.A.

2.—Final Heat 100 Yards, Flat Race.

1. Simpson.  
2. Stait.  
3. Grilla.

Time, 12 Sec.

3.—Heavy Marching Order Race—Open to soldiers and marines, 1st Prize \$10, 2nd \$5, 3rd \$2.50.

1. Pt. Demery, 28th.  
2. Pt. Steen, 28th.  
3. Loveday, 28th.

Time, 28 Sec.

4.—300 Yards Flat Race—Open to Officers of the Army and Navy, and members of the Hongkong and German Clubs, 1st Prize, \$25, 2nd \$5.

Four ran, the result being:—

1. Lt. Farmer.  
2. Mr. A. C. Hunter.  
3. Lt. Walker.

5.—Heavy Marching Order to Blue Jackets only. 1st prize \$10; 2nd \$5, 3rd \$2.50.

Seven ran out of twelve entries. They carried each 20 rounds of ammunition, one Haversack, Blanket, Rifle, and Outfitter.

The result being:—

1. H. Finfield (Audacious).  
2. E. Wheeler.  
3. F. Shears.

Time, 30½ Sec.

6.—Final Heat 440 Yards, Flat Race.

Four started, Ricketts took the lead and maintained it throughout; the result being:—

1. Ricketts.  
2. Simpson.  
3. Grilla.

Time, 59½ Sec.

7.—Throwing the Cricket Ball. Presented by the Hongkong Cricket Club. 1st prize, Bat, Pads, and Ball, 2nd \$2.50.

Seven contested out of thirteen entries. The best throw was 91 yards 2 inches by Gunner Rippon, R.A.

1. Gunner Rippon.  
2. J. Whittle (Audacious).

Time, 2.30½ sec.

8.—Wheel-Barrow Race.—100 Yards. 1st prize, \$3, 2nd \$2.50, 3rd \$1.75.

In this race the competitors were all blindfolded, and much laughter was excited owing to the competitors going off at a tangent. The successful man kept a very straight course and rushed headlong amongst the spectators, whilst others had to be brought in from various parts of the field.

1. Pt. Steen, 28.  
2. W. J. Smith (Victor Emanuel).

9.—800 Yards Flat Race.—1st prize \$15, 2nd \$7, 3rd \$3. Presented by H.M.S. "Victor Emanuel."

Close took the lead through Ricketts having made a mistake by going inside the posts, and kept it the second round, followed closely by the latter who again gained the advantage by a mistake on the part of Close, who stopped at the winning post thinking the race was completed, and gave up. He was, however, "sold." The race caused some excitement owing to these blunders.

1. Corp. Ricketts, R.M. (Audacious).  
2. Pte. Hagan.  
3. J. Hammond, A.S.

Time, 2.30½ sec.

12.—One Mile Race Open. 1st Prize, \$15, 2nd \$10, 3rd \$5, 4th \$2.50.—Presented by C. F. Chater, Esq.

This was the best Flat Race of the meeting. In the 800 yards race Close, as we have noted above, was thrown out, or rather gave up owing to having made a mistake, but in this race he appeared determined to retrieve his error.

Ricketts had the lead at starting and kept it the first three rounds when Close closed with him, and they ran side by side. On the last round Close shot rapidly ahead winning easily by at least ten yards. He was greatly cheered by his comrades of the 28th and very deservedly so.

1. Corp. Close, 28th.  
2. Ricketts, R.M.  
3. Pte. Harry, 28th.  
4. Quinn, 28th.

Time, 5 min. 18 sec.

10.—High Jump, Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs. 1st Prize, Silver Cup. Presented by Commodore Farish, R.N. and Lieut. Col. Dickinson.

Six came forward to contend for this prize, a silver cup. Mr. Rhodes and Lieut. Farmer and Walker all cleared 4 feet 8 inches, but in the next jump 4 feet 9 inches, Mr. Rhodes slipped and fell under the stand hurting his back. In the next trial, however, he cleared it, but the third time he failed to do so. Lieut. Farmer and Walker both cleared 4 feet 10 inches, but Walker was unable to rise to the next jump of 4 feet 11 inches. Farmer took it handsomely and rose to 4 feet 11½ inches and won.

11.—300 Yards, Flat Race. Open to Midshipmen of the Royal Navy.—First prize Silver Cup. 2nd \$10.

The result of this race was as follows:—

1. Mr. Lyon.  
2. Mr. Barry.  
3. Mr. W. Thompson.

Time, 39 sec.

13.—Final Heat, Tug of War.

Audacious v. Kevel and other gunboats. Audacious won.

Audacious v. 28th Regt. In this contest the 28th were loudly incited to victory by Lieut. Walker, who settled determined they should be the victors and so it proved, but they had all their work.

28th won.

14.—Final Heat 120 Yards Hurdle Race.

1. Simpson.  
2. Grilla.  
3. Stait.

Time, 1.45 sec.

15.—300 Yards, Flat Race. Open to Sailors and Marines of Foreign Men of War. 1st Prize \$10, 2nd \$5, 3rd \$2.50.—Presented by Hongkong Athletic Sports.

Only Frenchmen came to contest for this race, and cries of "Go it Johnnie Orapene" were heard on every side.

1. Libraon.  
2. La Prince.  
3. Quatre Reuf.  
Time, 45½ Sec.

16.—Mile Flat Race. Open to Officers, Army and Navy, and Members of the Hongkong and German Clubs.—1st Prize \$25, 2nd \$10.—Presented by Hongkong Athletic Sports.

The following gentlemen came forward for this event:—Messrs R. G. Alford, Lt. Walker, A. C. Hunter, and E. Melbye.

Walker gave up at the third round and Alford at the fourth.

1. Hunter.  
2. E. Melbye.

Time, 5m. 27½ sec.

17.—Two Mile Race. Open. 1st Prize, \$15, 2nd \$10, 3rd \$5, 4th \$2.50.—Presented by Hongkong Athletic Club.

About eight came to the front for this race, and as might have been expected several gave up before the race was half run. Ricketts had not stay enough to keep up the speed. Close was evidently victor by the time the fourth round had been completed—and won easily.

1. Close.  
2. Behan.  
3. Brown.  
4. Maest.

Time, 11.45 sec.

The first mile was run in 5.30 exactly. Wheelbarrow Race. 11 Started.

1. Walsh.  
2. Green.  
3. Hicks.

Time, 11.45 sec.

18.—Sack Race. 1st Prize, \$3, 2nd \$2, 3rd \$1.

1. Hart.  
2. J. Smith.  
3. Curtis.

Tug of War—A Scratch Match.

Army v. Navy. The Army won this contest after a very hard tussle which lasted at least 5 minutes. Each at first gained a slight advantage.

Here followed some Acrobatic Performances by Privates Harry and Turner, of the 28th Regt, and a Sikh, who displayed great agility.

Civilians v. Army and Navy.—Both sides appeared determined to win, but the Army won after a very hard tussle.

19.—Consolation Race For Men who have competed in the above Sports, without winning a prize.—1st Prize, \$5, 2nd \$2.50 3rd \$1.75.

1. King, 28th.  
2. Ruse, (Audacious).  
3. Clark, 28th.

This closed the sports of 1876.

OPENING OF K'UNG-CHOW-FOO.

(From Our Own Correspondent.)

[The following letter from our correspondent at Hainan is, it will be perceived, dated on the eve of the opening of the port. The description given of the voyage down will doubtless prove of interest to those meditating a voyage thither, as, during such weather as has of late prevailed on the West Coast, the delay likely to overtake those who keep inshore is worth noting.]

In compliance with our wishes the remarks are given in the form of a diary, which being written up at the moment ensures a greater freshness of description than when given as a matter of memory only.]

We are leaving Hongkong, on the morning of the 23rd March, amidst the rainy drizzle to which the Colony has now for some three weeks been accustomed. The *Lang-feng*, to which for the time being our goods and fortunes are committed, proves, I may observe, a most agreeable surprise.

Scarcely as large in actual tonnage as the smallest British gunboat on the Station, her accommodation is considerably greater than that usually found in vessels double her size. Fitted and finished in a way that would become the smartest yacht, her cleanliness and the discipline of her crew set off her attractions to the fullest advantage, and the pride felt in her by her gallant commander and officers is but natural. She is of course "lively" in a heavy sea, but better, and worse, draft share that peculiarity. On the present occasion we have but slight cause to grumble.

There is of course a consciousness that our "walk and understanding" have a shifting basis, but only one of our little party finds matters of urgent importance require his presence elsewhere than at the tiffin table. The absence of extraordinary movement is fortunate, inasmuch as our deck is lumbered up—slightly—with impediments of very various descriptions, varying from an iron safe to boxes of mysterious liquids "packed in straw cases" with "patent glass stoppers" &c. As these comprehend the chattels of some five or six European officials, their variety is not of course surprising.

We are making for the South end of San-tan or St. John's Island, the well-known place of pilgrimage. Here we shall anchor for the night, and so avoid both anxiety and bad weather. Nothing occurs to balk this intention, and shortly before five we are riding at anchor. Fishing boats frantically to sell seaweed at the rate of 10 cents a catty, immediately come alongside.

March 24.—Weigh at 8, the weather very thick, and in the course of an hour or so pass several spawny banks, looking so like shoals that no one dares to see the Captain try their solidity with his keel. It is tolerably certain, however, that they are merely tidal stirrings of the sand or collections of spawn, similar appearances being visible (the Captain says) in the Northern Channel. Shortly after tiffin we pass through a tremendous thunder-storm, many of the fishes appearing to fall within a few feet of the ship. The accompanying rain is a perfect deluge. By 4 p.m. we anchor in the Bay of Hainan-shan, a good-sized island which affords magnificent shelter between itself and the main-land.

Here we remain for the night, and start at 8 a.m. on the 25th for Now-chow, whence pilots are taken for Hoi-how; but after running for about a quarter of an hour are compelled to put back, the fog, which has prevailed more or less ever since our departure from Hongkong, coming on thicker than before. By 10 a.m. we are again at anchor, and a visit to the shore is proposed and carried. Very little to be seen there. The village hitherto the usual Chinese degree, and with no traces of trade in any foreign article whatever. At its back lies a pretty well-enclosed plain, part of which is of course devoted to paddy. The only big game seen are pigeons, 3 species of dove, grey shrike (*Amur*), pecky birds and kites, but few came near enough for positive identification. We are requested (to avoid any chance of difficulty with the villagers) not to take our guns, so no opportunity is afforded of obtaining specimens. Hainan is about 13 miles in extreme length, and judging from the part visited ought to be frequented by both snipe and duck.

On the 26th, another and more successful attempt is made to complete the third section of our passage. A heavy fog still prevails, and a long rolling swell from the S. E. makes the vessel altogether too lively for non-professional enjoyment. By four o'clock we are off the entrance of the anchorage, formed by the strait between Now-chow and the Lie-chow peninsula, and on somewhat suddenly shoaling our water, are compelled to await a pilot who presently comes off to our aid. It is extremely unsafe for any vessel to attempt an entry unless a pilot is on board, as the existing surveys are useless. In fact, the largest of a boat measuring some five miles in width and choked with sand banks only measures about half an inch on the chart. The whole of the West Coast indeed needs hydrographic attention. The charts, such as they are, contain cautions as to their incompleteness, and a safe passage, if made in-shore, needs extreme vigilance on the part of a commander.

Lying in Now-chow Roads we find the *Sun Kee*, having on board her native portion of the Customs' staff for the port about to be opened, while one of the Vice-roy's little Chinese-commanded steamers, the *Kwong-on*, exchanges friendly whistles with us as we make our way to the anchorage. This latter has just been down to Hoi-how with despatches relative to the Customs arrangements, and is hurrying back to Canton. The total absence of any distinguishing uniform on the part of her officers or crew, strikes one as odd. As the wind is rising rapidly she will probably find it lively work outside, unless, as she probably will, she creeps into the nearest bay for shelter.

At 7 a.m. on March 27th, we are have short all ready for the start to complete our voyage, and after signalling our consort, weigh in company. The *Kwong-on* is seen returning; she has probably found the sea outside too much for her—an unpleasant suggestion to those on board us troubled with *mal-de-mer*. We weigh and steam ahead; but in less than half an hour, a blinding rainstorm, in which it is impossible to distinguish any marks whatever, obliges us to return. Having missed the tide, there is nothing for it but to remain at anchor for the day. Early in the afternoon the quarter-master (much to our surprise) announces that H. M. S. *Egeria* is running in, as also the Chinese gun-vessel *An-lan*. Visits are accordingly exchanged later in the day, and the steamers at anchor make quite a respectable show. In company with some of the gentlemen of the Customs' service, I visit the shore. The beach is strewn with shells (chiefly bivalves) of brilliant colour, and a dredge would evidently yield a rich harvest to the conchologist. But our time is too limited for anything in the shape of collection. Dead shells on the beach are, of course, valueless for scientific purposes, and we return to the ship with but few trophies conchological or otherwise. No indication of foreign trade is visible at Now-chow. Even the all-pervading boatwomans' landlubber-chief is missing, nor does a walk through the village add to our information in this regard. A peculiar species of thorn is the most striking botanical production. Ornithology is, moreover, but poorly represented. A friend who devoted himself for a few hours to this department of science, returns but poorly laden. A dove alone has rewarded his efforts, though a few quail, snipe, crows, and buzzards have been seen. A magpie and a mine, with the all-pervading pigeon, complete the list. Doubtless a longer stay would bring a larger variety to our knowledge, but as this is denied us, we have to rest satisfied with the results set forth.

If Now-chow produce little in the way of ornithology it furnishes a large number of one variety of the human species worth noting. Pilots, or professed pilots, who will undertake to navigate a ship from Now-chow to anywhere abroad, "Sir" is the quarter-master's report shortly after our arrival, and it is a boat-load. They swarm up the bridge ladder like ants. Every man is armed with written credentials more or less valuable (chiefly the latter), and more than one has to be reconstructed with in a form not remotely resembling a pedlar's ass. At length one is selected who has previously piloted the *Lang-feng* through the troubled waters which await her, and the majority subside. It is stated that some two hundred pilots reside at the port—no slight indication of the amount of native shipping which passes through the anchorage bound to Hoi-how. It is under the guidance of the man selected that we make our first abortive attempt to leave. He tells us that we must weigh at 8 a.m. next day, and happy in the belief that another attempt will see us safely at our destination, we retire. We are all up tolerably early on the 28th. The *Kwong-on* is to take back our latest messages and letters, so we hurriedly write a few lines to our friends and despatch them in this Customs cover to Canton.

True to time, steam is ready at 8 a.m., and we weigh with the *Sun-kee* in company. H. M. S. *Egeria* and the *An-lan* are getting up steam as we leave, and will be smooth enough, but then we reach the bar, and the fun begins in earnest. Great seas are breaking over it, and the ship begins to roll *de marmite*, very literally. The officers and passengers mostly are on the bridge. The water shoals gradually from 5 to 4, and then to 3, and finally 2 fathoms. The pilot is as imperious as an Chinese pilot usually is. The officers look anxious but self-possessed. The next day gives us a bare three fathoms and, concurrently, an enormous sea comes rolling on, looking as if it would overwhelm our little craft. But she gallantly rises, though the roll is something tremendous. Away go the breakfast-things still on the table, followed by a general disorganization of all articles moveable. Another fathom less and she would strike. Things look decidedly unpleasant, and the Captain thoughtfully signals the *Egeria*, now well under weigh, "Bar dangerous to attempt." She does not appear to see the signal, though it is kept flying for an hour, and probably tastes the pleasures of Nowchow navigation to the full. As some indication of the pilotage, I may note that between 8 a.m. and 2 p.m. we alter course twenty-eight times, while from that hour any record of the steering becomes impossible. Right glad are we all when the low lying shores of the island are well in sight, and intimate that, for the present at least, sea-going troubles are over. We anchor shortly before 3 p.m. at about 4 miles from the shore—which, considering that we draw only 8 feet 6 inches, suggests a somewhat distant welcome for the average merchant steamer drawing from 14 to 18 feet. H. M. S. *Egeria* and the *An-lan* arrive an hour later, and anchor about a mile further out.

The first view of Hoi-how is not encouraging. Those acquainted with the River Plate find a certain amount of resemblance in the anchorage owing to the distance from the shore. But here sandbanks on all sides assert their supremacy, and suggest—or rather impose—considerable caution on visitors. The port is, roughly, a circular sand sweep exposed to the Northward with nothing to attract the eye save by the aid of a powerful telescope. The sea is fairly smooth; but a heavy ground-swell is setting in and effectively prevents one from abandoning these efforts to maintain an equilibrium which going to sea induces. The place, however, does not improve on acquaintance, but the prospect is not cheering. The intelligence which chose Hoi-how as a "Treaty port" does not seem to have been of a high order. Such at least is the popular sentiment on board. But we must, of course, await a closer acquaintance with the place before speaking positively. Unfortunately a considerable time has to elapse before the acquaintance can be made. The port will, we hear, be opened formally on the 1st April—it is to be hoped that the date will not suggest an unpleasant association, and meantime a few words about the anchorage may be of use. As far as I can make out the greatest depth of water within a few hundred yards of the shore is one foot at low water; about three miles out, it varies from ten to twelve feet. H. M. S. *Egeria* is lying about 8½ miles from the shore, which guard (?) the entrance to the town creeks. The harbour is only partly surveyed, and though two or three lines of soundings are accurately given, the landmarks are almost entirely omitted, so that it is impossible to verify a ship's position on the chart. The anchorage is apparently troubled with the Chinese swell, which tries small craft badly, and scarcely sweetens the tedium of waiting for the opening. I close this on March 31st, in every hope, wind and weather permitting, of once more setting foot on shore to-morrow; whence I hope in due course to soon again write you. Hoi-how, March 31, 1876.

1st April 1876.

P. S.—The port was duly opened to-day, a notification signed by Sir Brooke Robertson (which will appear in your next Saturday's *Gazette*) being sent on board the vessels in port. Hainan (i.e. the whole island) is made a consular district of Canton, and R. Forrest, Esq., is appointed to act as Vice Consul for and on behalf of Sir Brooke Robertson. Nothing is as yet said about a settlement or concession. As there were only two British subjects present (exclusive of officials), the circulation of the notice was not very difficult.

The delegates of the Chamber of Commerce has been offered passage to Haiphong in the *Egeria*, and will accept it if she turns here in a few days as she probably will, as she can better complete her report after a short interval to allow of people settling down a little, than at the moment.

PROVISIONAL CUSTOM HOUSE AND HARBOUR REGULATIONS FOR K'UNG-CHOW.

I.—Ships' Papers.—Masters must deposit their Ships' Papers and Manifest with their Consul, (if they have no Consul with the Customs, or with the Consul of some other Nation), within 48 hours after entering the Port.

II.—Import Manifest.—The Import Manifest must contain a true account of the nature of the cargo on board, and must be handed to the Customs, before any application to break bulk can be attended to.

III.—Applications to Land Cargo.—The Import Manifest having been received, and the Ship's Papers duly lodged with the Consul or the Customs, Permits to land goods will be granted on the receipt of applications specifying the number of packages, with their Marks, Weight, Quantity and such like particulars.

IV.—Applications to Ship Cargo.—Before Shipment of goods, Permits to ship must be like manner be obtained.

V.—Exclusion of Cargo.—Cargo for which a Permit has been issued, but which cannot be received on board, must be brought to the Customs House Jetty for examination, before being re-landed.

VI.—Export Manifest.—When a vessel has received on board the whole of her outward Cargo, the Customs must be furnished with an Export Manifest.

VII.—Payment of Duties.—After examination of goods, Consignees or Shippers will be supplied with a Memo, for which early application should be made, of the Duties payable. They may then pay in the amount to the Hainan Bank or Receiving Office, when they will be furnished with a Duty Receipt in Chinese, which they must bring to the Customs.

Import Duties are due upon the landing of the Goods, and Export Duties on their shipment. Amendment in respect of Weights or Values must be made within 24 hours after the landing or shipment of the Goods.

VIII.—Customs Clearance.—On application being made for the Customs' Clearance, if the Customs are satisfied that the Import and Export Manifests are correct, and that all Dues and Duties have been paid, the Clearance will be issued.

IX.—Transshipment.—In all cases of transshipment, application must be made for a Transshipment Permit. Goods transhipped before receipt of such Permit are liable to confiscation.

X.—Permits.—All Cargo, Stores, &c., landed or shipped without a Permit, are liable to confiscation, and the Master of the vessel liable to a fine.

XI.—Limits of the Anchorage.—The limit of the Anchorage is defined within a line drawn from the extreme Western end of the Back-sha Bank (白沙) to the Jin-mee Point (天尾).

XII.—Shipment and Discharge of Cargo.—The shipment and discharge of cargo shall

be carried out within the above-named limit defined under the name of Hainan (海門).

The authorised Customs Jetty for the examination, landing and shipment of goods, is the one at the river side of the Customs House at Hoi-how (海口).

XIII.—Ballast and Dunnage.—No Ballast or Dunnage can be shipped or discharged without Permit, and the same must be properly discharged into lighters or cargo boats and deposited on the shore. For failing to do this Masters are liable to a fine.

XIV.—Pilots.—Vessels requiring Native Pilots for the port of K'ungchow are permitted to call at the following Ports or Places, namely: Pak-hoi (北海), Now-chow (南州), and Shui-tung (水東), but at such Port or Place no trade is allowed to be carried on.

Office Hours.—The Customs House is open for the transaction of business from 10 a.m. to 4 p.m., Sundays and Holidays excepted.

All applications regarding Customs' business should be addressed to the "Commissioner of Customs."

(Signed,) H. O. BROWN, Commissioner of Customs, K'ungchow Customs, Hoi-how, 1st April, 1876.

LATE TELEGRAMS.

We following late telegrams are to hand by the Messageries steamer *Tigre*:—

London, Mar. 31, Midnight.—Mr. Cochrane gave notice he would shortly call attention to the occupation of Khokand.

The Chancellor of the Exchequer made a request that Sir Henry Wolf would withdraw his motion for an address to Her Majesty in regard to obtaining neutrality in the control of the Suez Canal as inoperative, to which Sir Henry Wolf assented.

Alexandria, Mar. 22.—The S. S. *Orontes* with Lord Lytton on board arrived to-day. Lord Lytton left shortly afterwards for Suez to meet the Prince of Wales.

SINGAPORE ITEMS.

(Straits Times.)

The *Comerio* of the 15th instant, states that the Government of the Philippines has called for tenders for the mail



## Portfolio.

## A SONG OF THE COUNTRY.

Away from the roar and the rattle,  
The dust and the din of the town,  
Where to live is to brawl and to battle,  
Till the strong tread the weak man down,  
Away to the homely green hills  
Where the sunshine gleams on the brae,  
And the heart of greenwood thrills  
To the hymn of the bird on the spray.

Away from the smoke and the smother,  
The veil of the dun and the brown,  
The push and the plash and the pother,  
The wear and the waste of the town,  
Away where the sky shines clear,  
And the light breeze wanders at will,  
And the dark pine-wood nods near  
To the light-plumed birch on the hill.

Away from the whirling and wheeling,  
And steaming above and below,  
Where the heart has no leisure for feeling,  
And the thought has no quiet to grow,  
Away where the clear brook purrs,  
And the hyacinth droops in the shade,  
And the plume of the fern incurs  
Its grace in the depth of the glade.

Away to the cottage so sweetly  
Embowered beneath the fringe of the wood,  
Where the wife of my bosom shall meet me  
With thoughts ever kindly and good;  
More dear than the wealth of the world,  
Fond mother with bairnies three,  
And the plump-armed babe that has curled  
His lips sweetly pouting for me.

Then away from the roar and the rattle,  
The dust and the din of the town,  
Where to live is to brawl and to battle,  
Till the strong tread the weak man down,  
Away where the green twigs nod,  
In the fragrant growth of the May,  
And the sweet breath spreads on the sod,  
And the blithe birds sing on the spray.

—John Stuart Blackie.

O Rose! of the flowers, I ween thou art fairest,  
But thorny and worthless the stem that thou bearest,  
Fleeting thy beauty, unlovely thy fruit;  
World! I would I knew thee unto the roses!

Sweet are thy datteries, and are their dross,  
Virtue and goodness in these have no root;  
Roses be the berry, O Rose! on thy bushes;  
Hark! is it inside, though fairly it blushes.

So, World, dost thou lure us and mock us  
With lies;  
Outside thy seeming is gracious and sunny,  
Outside thy greetings are sweet as the honey,  
Bitter thy kernel!—O man, then, be wise!

—A Monk of the 13th Century.

I hope we are above doing anything for  
the sake of the gratitude which will be  
given for it, and which is so often beyond  
the worth of the thing done. Indeed,  
gratitude is often just as painful as Wors-  
worth represents it. It makes us as ashamed  
as we think how much more we  
might have done; how lovely a thing it  
is to give in return for such common gifts  
as ours; how needy the man or woman  
must be in whom a trifle wakes such  
emotion.—Geo. MacDonald.

FANCIES are the blossoms of facts; purer  
and lovelier for strong hold on truth, just  
as the fairest roses are grown in the finest  
soil.

THERE are bad preachers who are praised,  
and good preachers who are blamed; look  
at the fruits; if these are good, then the  
tree is good also.—Starke.

A FIXED idea is like the iron rod which  
the sculptors put in their statues. It im-  
pales and sustains. A great man is absorbing  
because he is absorbed.—Taine.

UNHAPPY he who desires to die so long as  
there remains to him one sacrifice to make,  
one joy to create, troubles to prevent, tears  
to dry.—Madame de Sevigne.

THERE is nothing more grateful to the  
human heart than this appreciation of  
cultivated men. If it be not the echo of  
property, it is something certainly more  
solid and well pleasing.—Lowell.

We knew not how God would dispose of  
us when we came into the world; we know  
now how he will dispose of us when we get  
out of it, but since he dealt so bountifully  
with us, why may he not do so again?

If you find yourself losing all your con-  
fidence in human nature, you are nearing  
an old age of vinegar, of wormwood, and  
gall; and not a mourner will follow your  
solitary bier; not one tear-droplet shall  
fall on your forgotten grave.—Dr. Hall.

His who frets is never the one who mends,  
heal, or who repairs evils more, he dis-  
courage, enfeeble, and too often disables  
those around him, who, but for the gloom  
and depression of his company, would do  
good work and keep up brave cheer. And  
when the fretter is one who is beloved,  
whose nearness of relation to us makes his  
fretting even at the weather seem almost  
like a personal reproach to us, then the  
misery of it becomes indeed insupportable.  
Most men all fretting a minor fault, feeble,  
and not a vice. There is no vice except  
drunkenness which can so utterly destroy  
the peace, the happiness of a home.—Helen  
Zimm.

This real interest of men and women  
everywhere is personal and human. They  
may talk about material economies and  
scientific developments, and shoot off their  
fine idealisms like a succession of rockets  
into the cold and thin air of reason; but  
they come straightway back to personal  
relations and regards. Three-quarters of  
their talk is about persons. They live in a  
world of hearts. They are chiefly for hu-  
man attachments, sympathy, and approbation.  
If they toil for money, it is for the love  
of the comfort it will diffuse, the love it  
will carry to other hearts. Even the flowers  
that bloom in our gardens are cherished  
quite as much for their sentiment as for  
their beauty.—Golden Age.

THE laws of nature are just but terrible.  
There is no weak mercy in them. Cause and  
consequence are inseparable and inevitable.  
The elements have no forbearance. The  
fire burns, the water drowns, the air com-  
munes, the earth buries. And perhaps it  
would be well for our race if the punish-  
ment of our crimes against the laws of na-  
ture were as inevitable as the punishment of  
crimes against the laws of nature.—Longfellow.

Genius, without energy, is as bad op-  
er as a luxurious boy without any pole.  
Energy is what wins; money may fail to  
reach the mark because the powder in them  
is not proportioned to the lead.

## A CHINESE SPECULATION.

"It is a tempting offer, Mr. Sin-lin-tai—  
very tempting!" said I, hesitating and  
puzzled.

"Then why you not say, Yes—once great  
big Yes—and let us shake hands upon the  
bargain?" returned the Chinese merchant  
promptly, but with an odd expression, as I  
fancied, in those long, dry, black eyes  
of his.

Now, the proposal in question was a  
tempting one addressed to a poor fellow like  
myself, who had suddenly slipped down  
some rounds of Fortune's ladder. I, Frank  
Hepburn, bred to the sea, had lately been  
chief-officer of a noble clipper-ship, the  
Swiftsure, and with the certainty of becoming  
her captain in two voyages more. Our  
owners, fine old-fashioned specimens of the  
British merchant, had become involved  
through the failure of some bank, and their  
vessels had been sold for another trade.  
There was I, reduced to kick my heels on  
the quays of Shanghai, waiting for an en-  
gagement, while my little venture, as part  
owner of the Swiftsure, was lost in the gen-  
eral ruin. What made matters worse was,  
that I was in love, and betrothed to pretty  
Lillian Travis, the niece of a worthy member  
of the British mercantile community estab-  
lished in that strange city that the magician  
Commerce has conjured up at the mouth of  
the great river, and that now our marriage  
seemed to be almost hopelessly deferred. I  
was thirty-two years of age, and had nothing  
left to me save my robust health and pro-  
fessional knowledge. Quite unexpectedly  
Sin-lin-tai, with whom my acquaintance was  
of the slightest, had accosted me in his  
blandest manner, and had proposed that I  
should assume the command of a large and  
new steamer, the *Cassandra*, which belonged  
to himself and partner, and was bound on a  
coasting voyage to Canton and Singapore,  
with a valuable cargo and sundry passengers.  
The salary named was a liberal one, and the  
position, as I was assured, permanent.

I may seem unreasonable on my part,  
that I hung back, instead of closing eagerly  
with so advantageous a proposition; but  
I had heard odd stories coupled with  
the names of my would-be employers. Ah-  
chang and Sin-lin-tai had, unless false be-  
lieved them, made their money through queer  
channels, and were deemed to be unsor-  
pulous even beyond the average of their  
countrymen. Ah-chang was an enormously  
corpulent and silent old Chinaman, two of  
whose sons were mandarins; but the junior  
partner, who was fluent in the English  
tongue, was well known in Shanghai as a  
pushing man of business, while both were  
reputed to be rich. I suppose that Sin (as  
we familiarly styled him in his absence) read  
my thoughts, for he lightly laid his claw-like  
fingernails on my sleeve, and said: "Aha!  
Why, you say, Mr. Hepburn, why Chinese  
give steamer for you? Just this—you got  
stout heart and cool head plenty much. Not  
do this (imitating the action of drinking);  
'and so save ship, if storm come or had  
thieves come. Chinese trust you!"

I began to think it not improbable that  
such reputation as I had acquired for sea-  
sickness and steadiness might, after all, have  
been the real reason for the preference  
shown to me.

A fine steamer was the *Cassandra*, glis-  
tening in all the freshness of her new paint  
and trim rigging, as, having acceded to her  
owner's offer, Sin-lin-tai took me out into  
the harbour to inspect the craft of which I  
was to be commander. Two lighters or rafts  
lay alongside of her, whence the pig-tailed  
stevedores were bustling, like so many laden  
ants, over her gangway. A fine ship, neat  
and taut, as though turned out of a hand-  
box, and by no means the sort of vessel  
likely to belong to Ah-chang and partner.

Your chief-officer, remarked Sin care-  
lessly, when I had admired the mirrors and  
gliding of the best cabin, "will be first-chop  
seaman. You know Bates?"

"Not the American? Not Brasidas Bates?"  
asked I, with a start. Sin nodded, but I  
looked and felt grave. That Mr. Bates of  
Baltimore, known as "Chinaman Bates," in  
Shanghai parlance, on account of his taste  
for Chinese customs and associates, was a  
first-rate seaman, I could not deny. But he  
bore a dubious character; and had Sin and  
his fat partner made him their captain, with  
secret sailing orders to plunder and scuttle  
every defenceless junk he sighted, I should  
have been less surprised than at their selec-  
tion of myself.

"Duckett," Sin made haste to say, "is  
second-officer. He is your old shipmate."  
This was true, and a good sailor was Bill  
Duckett, when the brandy bottle was kept  
out of his reach; but I rather wondered that  
out of his reach, but I rather wondered that  
the cautious Chinese should have viewed  
his besetting weakness so indulgently. "And  
our head engineer?" I inquired, "and the  
third-mate? For three are needed for so big  
a steamer."

Sin-lin-tai very handsomely left the ap-  
pointment of these two functionaries to my-  
self, and we parted on excellent terms.

Throughout the greater part of the next day,  
the question would keep recurring to my mind,  
as though haunting demon had whispered  
in my ear. Why did Ah-chang and Com-  
pany seek me out to sail their steamer? Or  
indeed, dear Lillian's innocent joy, or her  
uncle's hearty congratulations, could not  
blind me to the fact that there must be  
something to account for the extraordinary  
appreciation of my nautical merits shown by  
Sin and his partner. The sort of skippers  
whom Chinese shipowners like to engage are  
—well, perhaps are best defined as men of  
elastic conscience, ready to drop the honest  
trader at short notice, and to be smugglers,  
or worse, when crooked courses promise a  
high profit.

It so happened that my doubts were to be  
solved, and with a vengeance, for as I was  
making my way homeward, by a short cut,  
from the house of Mr. Travis, I heard my  
own name mentioned, and mechanically  
came to a halt, close to a ruinous gateway,  
or native warehouse, void of goods now, and  
through the rotten and broken bamboo  
walls of which I caught a glimpse of two  
persons in earnest conversation. One wore  
the flowing robe and satin boots which  
sufficiently denoted his nationality; the  
other was in European garb.

"We must put his throat," said the latter,  
thoughtfully, "for Frank Hepburn's clear  
grit, though I never liked the dog."

"Must you indeed, Mr. Bates?" thought I,  
for I had recognized my previous first-officer.  
The gentleman in black shawl-going  
clothes; but, with your leave, there go two  
words to that bargain!"

"You do as you may like. You must  
remember," answered Sin, with a cunning  
laugh, for cruelty, to a Chinaman's fancy,  
always suggests itself in the light of a good  
joke. (Perhaps more comfortable. No tales  
told.)

"But," said Bates, meditatively, "it will  
be a tough job and a ticklish one. There  
are those foreboding fellows out of the

## Windsor Castle that you would clap on

board. Well, well, my dear Bates, returned  
the Chinese, coaxingly; "would it do for them  
to say, Ah-chang and partnership no decent  
hand, only a roun of grog-shop, and their  
own Lascar what you call? No wonder  
*Cassandra* no able make fight of it in the  
Narrowa."

"Ah, that's it, and those Windsor Castle  
chaps will stand by him. Six brass guns,  
too, and a long rifled gun amidships! I tell  
you."

"And I tell you," interrupted the Chinese  
man, becoming excited; "you finish now,  
and Ah-chang say, 'Sin say: Bates turned  
coward, Bates no good; he not get ten  
thousand silver dollar, nor two, nor one.  
I say, steamer must be boarded, cargo must  
be taken, passenger pay ransom, or—' and  
he ended the sentence by passing his yellow  
hand, sideways, across his throat. "And  
as for guns, why—Sure some one there?"

For a bit of bamboo had cracked under  
my feet, and I thought it wisest to hurry  
away before my presence on the spot should  
be detected.

What was I to do? Nothing was clearer  
but that the most treacherous was designed,  
and that life and property were alike in danger.  
The *Cassandra* had on board a valuable  
freight belonging to native merchants, who  
were to sail with us, along with other  
wealthy passengers, European and Chinese.  
From these latter a heavy ransom could  
probably, by threats or torture, be extorted;  
while the steamer was no doubt insured for  
her full value, and could probably be sur-  
prisingly sold into the Japan or Indian  
trade, after her cargo had been unloaded,  
and the evidence of unwelcome witnesses  
summarily suppressed.

What was I to do? I might, by denounc-  
ing the plot to the admiral in command of  
the station, frustrate, or defer its execution,  
but that was all. It needs a strong case to  
procure any action on the part of the  
imperial authorities against a rich Chinese  
man, and I had but my bare word to set  
against the assertions of Bates and Sin.  
I might resign, but then, with a more com-  
petent captain, the *Cassandra* would go to  
sea, and—

"Why, Hepburn, are you asleep or  
awake?" cried a genial voice, as I found  
myself confronted by an especial friend of  
mine, Commander or Captain Hamilton of  
H.M. gunboat *Wasp*, a dashing officer, and  
an excellent seaman, who had never for-  
gotten, in the difference of our present  
rank, old schoolboy frolics shared in Eng-  
land. Well, I could not have wished for a  
safer confidant, and in a few minutes I had  
told him all. A long tale we had together,  
and when we separated, Hamilton's parting  
words were: "Leave it to me, Frank, to  
see you well through this."

He sailed in fair weather, and with a  
smooth sea, and just wind enough to fill  
the white sails of the pleasure-boats that  
descended merrily around us. Lillian stood  
among the ladies on the quay, waving her  
handkerchief. I marvelled to myself what  
would have been her feelings had she known  
how soon the spotless deck of the *Cassandra*  
was likely to be reddened with blood. Ah-  
chang and his partner Sin were there too,  
to give us a parting blessing as we went out  
like sheep, as they fully intended, to the  
slaughter. But I kept my own counsel, and  
the rascally owners of the steamer saw in  
me nothing but a dupe.

There were, as I have said, sundry pas-  
sengers, rich Chinese for the most part,  
some European, and a few ladies and  
children. The cabins were large and com-  
modious, and we kept, as usual in that  
luxurious company, a capital table, at which  
mirth and merriment reigned. And all this  
while, as the champagne corks popped, and  
the piano tinkled, and gay groups chatted  
under the awning, and the waiter, stealthy,  
and pitiless, lurked like a couchant tiger, ready  
to spring upon his prey. Bates was there,  
civil, silent, scrupulously attentive to his  
duty, but often to be seen conferring with  
a set of brawny, brass-complexioned mar-  
iners belonging to the Chinese portion of  
the crew, and whose countenances belied  
them sorely if they would not have been  
more at home on the deck of a pirate junk  
than on that of a respectable craft like ours.

Of the European sailors, by far the most  
reliable were four or five stalwart A.B.s,  
lately discharged from the *Windsor Castle*,  
and in whose courage and steadiness I felt  
that I could trust.

From what I had overheard, I was perfect-  
ly well aware of what juncture of our voy-  
age the peril awaited us. I knew the "Nar-  
rows" to be the name of the most contracted  
part of the channel, lying between a long  
chain of islets and the mainland, a place  
notorious for outrages on the part of the  
numerous pirates who the indolence or  
connivance of the Chinese government per-  
mits to infest the coast. Nothing was easier  
than for a force of determined men to lie  
hid among the many creeks that intersect  
the shore, and to assail an unprotected  
merchantman before their intention was  
conjectured.

The *Cassandra* was a swift vessel, and  
with a good head of steam on, and the can-  
non which she carried, I should have had  
little doubt of her power to repulse an  
attack, could I but have relied on my  
crew. With traitors on board, however,  
ready at a signal to assist the enemy, there  
could be no hope of a successful defence.  
The more I saw of the Chinese moiety  
of the crew, the less I liked them, and the  
sallow faces, some of which bore the singular  
and undecipherable expression that came  
of long sojourn in the Teesling camp, while  
all had the air of truculent marauders.  
Most of the Chinese seamen were Por-  
tuguese—despised swarthy creatures, but not  
over-wilful; while the English sailors,  
with the exception of the draft from the  
*Windsor Castle*, really were what Sin had  
described—the sweepings of the grog-shops  
on the wharf.

It needed all my self-control and com-  
mand of features to maintain an unruined  
aspect, join in general conversation, and  
avoid giving Bates, the traitor, the slightest  
inkling that I knew or suspected anything.  
He, on his part, was discretion itself. I  
could tell, by various signs, that he was  
annoyed at my refusal to maintain a high  
rate of speed, so as to enter the Narrows  
during the hours of the darkness, which  
would probably have facilitated his projects;  
but on finding that I was firm, he accepted  
my decision with a tolerably good grace;  
and it was not till morning that we  
quitted the broader channel, and ran into  
the straits.

"How beautiful! How lovely! What  
sweet islands!" exclaimed the ladies who  
stood on the steamer's poop, admiring the  
effect of the rising morning light as it played  
on the waving groves and dense vegetation  
of the many islands; of all sizes and shapes,  
between which all the coast we were now  
threading our way; and the children  
clapped their hands with delight as the

red flamingoes and silver-plumed ducks  
rose from the swamps on clanging wings.  
But the sight I most desired to behold was  
the open sea beyond, if, as was unlikely,  
we should be allowed to reach it in safety.

"Captain," said the third-mate, Hardy,  
a brave and good lad, as he came hurrying  
towards me, "there's a net—so the look-  
outs declare—right ahead of us, blocking  
the channel."

I sprang into the ship's deck, glass in hand,  
and one glance sufficed to confirm the  
youngster's words. Across the practicable  
seaway, from shoal to shoal, stretched a  
line of stakes, and marked by a streak of  
forming water. We were indeed in the  
toils, for I had heard often of this favourite  
device of the pirates. My best course was,  
clearly, to keep on. "Run, Louie, to Mr.  
Gradshtaw, the engineer," said I to a smart  
boy, the steward's lad, beside me; "desire  
him to put the full head of steam on, and  
keep the *Cassandra* at her highest rate of  
speed. Off with you, and come back to  
report."

The boy went, but did not return. The  
engines worked but slowly, and soon a  
hoarse, confused noise arose from below.  
"Something wrong in the engine-room!"  
said I wonderingly. "Mr. Hardy, go below  
and inquire what is amiss."

But the mate had scarcely begun to  
descend the ladder before he called out:  
"Mutiny, sir, below. Some of these  
Chinese villains have—"

Then he was dragged down by unseen  
hands, and left the sentence unfinished;  
while almost instantly the screw ceased to  
revolve, and the steam came rushing up the  
waste-pipe, as the *Cassandra* floated idly  
down the current. A cry of surprise was  
uttered by the passengers, and was answered  
by another cry—the fierce, exulting yell  
of barbarians assured of an easy victory, as  
forth from the mangrove-fringed waters of  
a neighbouring creek there emerged three  
lorchaes, their straw sails spread to catch the  
breeze, and their long sweeps lashing the  
water into froth, as the frantic rowers  
tugged at them; while, outstripping these,  
came on a score of boats, sampans, and  
canoes, full of wild and scantly clothed  
figures who came on as fast as paddle and  
pole could urge their light skiffs, flourishing  
their weapons with every possible gesture  
of brutal menace.

I looked around for Bates. He was, as  
I expected, among the Chinese on the fore-  
deck, some of whom had overpowered the  
engineer and firemen, and stopped the  
engines, while the others were obviously  
preparing for a rush aft. Then I threw  
a glance at the approaching pirates.  
"If Hamilton is unable to keep his promise  
Heaven help us," said I, with a groan, as  
my eye ranged over land and water with-  
out seeing aught but what was hostile.  
"They shall not, anyhow, say that I failed  
to do my best—Cast loose that gun, I or-  
dered, pointing to a brass cannonade 'train  
it forward, and when I gave the word, fire  
it!"

The pick of my English crew obeyed, as  
sailors do obey when they respect their  
officer; and the advancing Chinamen, in  
whose hands now gleamed knives and swords  
drew back as they were confronted by the  
threatening muzzle of the cannon.

"Chicken-hearts!" thundered Bates, who  
was a really bold villain, and he added some  
words in Chinese which revived their cour-  
age. "You'd best give up captain. It's no  
use. I spiked every gun of the lot with my  
own hands."

"I know you did, you traitor!" shouted  
Duckett, the second-mate, suddenly em-  
erging, armed to the teeth, from the cabin  
hatch; but Captain Hepburn and I were  
clever enough to set all right without your  
being the wiser. Ah! you thought me stu-  
pefied, did you, with the drugged liquor?  
You're mistaken, my hearty, for I pitched  
brandy and opium overboard together, and—

Before the second-mate could complete  
his speech, Bates had drawn his revolver,  
and fired three shots, the first of which  
grazed Duckett's left temple, while the  
third wounded me slightly in the shoulder.  
Bang! in answer, went the brass gun,  
and the grape-shot swept the fore-deck, with  
the scythe of death, mowing down the  
mutineers like grass. But already the  
canoes and sampans were scrambling with us,  
and the ladies shrieks blended with the  
war-cries of the pirates, as wild forms came  
clambering over the *Cassandra's* bulwarks,  
and the Chinese crew, cowed for a moment,  
plucked up spirit enough to renew the  
attack.

What was that? Surely, I could not be  
mistaken. It must be—it was a ringing  
British cheer that reached me, in the midst  
of all that pandemonium and promised  
hope. A boat, yes, and another, came to-  
wards us as fast as the gallant rowers could  
urge them with their tough ashen oars. The  
boats of H.M.S. *Wasp*, no doubt, for here  
from behind the friendly shelter of a man-  
grove-tufted creek, emerged the gun-boat  
herself, sending shot and shell with unerring  
aim into the enemy's midst; so that, before  
five minutes were spent, one of the lorchaes  
had sunk, and another was on fire; while  
the savages in the canoes were only too  
thankful to beat a retreat as rapidly as pos-  
sible shorewards. As soon as the gun-boat  
was seen, and the *Wasp's* blue-jackets came  
scrambling up the side, the rascally native  
confederates of the pirates flung down their  
arms, and with abject entreaties for mercy,  
fell upon their knees, and were put in irons  
to await their trial at Shanghai.

Bates, the chief culprit, lay dead upon the  
deck, riddled with grape-shot from that  
very gun which he had confidently believed  
himself to have rendered harmless; but we  
had to deplore the loss of poor Hardy, one  
of the head-engineers, both of whom had  
been actually put to death by the Chinese  
mutineers, on whom had devolved the task  
of stopping the engines as the steamer drew  
near to the net spread to intercept her pas-  
sage.

The pirate received on that day a  
severe lesson, for the *Wasp* kept up her fire  
until the third lorcha also was destroyed,  
and the flames were rising from the huts of  
a village which our late foe had fled.

"I've killed my word, Frank, as you see,"  
said Hamilton, as we shook hands, on the  
gun-boat's quarter-deck, after the straits had  
been swept clear of the pig-tailed enemy;  
"but though, by means of natives spies and  
a bright look-out, I managed to prepare my  
counter-ambush without your aid, yet I have  
a suspicion that a gun-boat lay hidden so  
close to that man-of-war of theirs, I own  
it was a near-run thing after all. The  
sunning of that Bates, or whatever his  
name was, in stopping the engines, was what  
I was unprepared for; and but for the  
bold face you put on it, old fellow, I should  
have been in time to find the *Cassandra's*  
deck a shambles. To you, quite as much  
as to me, belongs the credit of this affair."

So the mercantile community of Shang-  
hai and the naval officers of the squadron  
were good-natured enough to think, for on

the steamer's return to port, I found myself  
lionised and made much of by all, and more  
of a hero, I am sure, in Lillian's eyes than  
I deserved to be, for, after all, I had but  
done my plain duty. The gratitude of the  
merchants to whom the cargo belonged  
took a practical form, for not only was I  
presented with a handsome sum as salvage,  
but was appointed to command the *Dal-  
housie*, a fine barque in the China and  
Australian trade, of which I am still  
captain, while it is understood that on my  
return from my next voyage, Lillian is to  
become my wife.

As for the treacherous owners of the  
*Cassandra*, Messrs Ah-chang and Sin-lin-tai,  
they at first assumed an expression of in-  
jured innocence, but were at last overborne  
by the evidence given by their accomplices;  
and finding Shanghai too hot to hold them,  
they fled to some other province, having,  
as it was said, bribed the local mandarins  
to connive at their flight. As for the  
*Cassandra*, she was, I believe, confiscated to  
the use of the Chinese Viceroy, and sent  
up the river; but at all events I saw not  
more of her.

## LONDON GOSSIP.

(From the *World* of Feb. 23.)

"Cowhide Gladstone!" The alarming in-  
vitation is merely the description of a  
favourite kind of travelling-bag, and was  
lately exhibited in a West-end shop. Still  
more unkind to a fallen Minister is the  
advertisement occasionally seen in the papers,  
"the collapsing Gladstone." But is there  
not an awkward suggestiveness in associating  
the name of a Minister with any description  
of "bag"?

In the event of Her Majesty being pro-  
claimed "Empress" of India, will her  
family be called "their Royal and Imperial  
Highnesses"? Is it possible that this  
sudden assumption of a new designation may  
have for its object the settlement of certain  
domestic squabbles as to precedence, which  
last season were much talked of?

The double collision at Abbots Ripton  
will prove more serious in its financial con-  
sequences to the Great Northern Railway  
Company than most persons would imagine.  
I understand that the estimated loss to the  
company in repairs, restorations, and com-  
pensations will scarcely fall short of  
£200,000.

"Members of the P.R." must no longer  
be associated with sporting "publics," rough  
company, and vigorous "sets-to" between  
Conky Bill and the Forky One. In the  
present day those initials are indicative of  
everything that is pleasant and refined.

"Members of the P.R." simply signifies  
members of Prince's Rank. The latest novelty  
is a lottery, in which the prizes are rosy  
and rosy, and neatly-constructed vaults.  
I met a friend in the Strand the other  
day who had won one, with accom-  
modation for six coffins. He was as  
mournfully happy as the man who had  
drawn the ticket for the elephant in the  
raffle.

I wonder who that horseman was of whom  
the story is told that he tumbled into a  
ditch while out with the Ward Union Stag-  
hounds near Dublin, when the following  
colloquy passed between two men in pink:  
"Who's that in the mire?" "This only  
H—, studying the land question." "So I  
perceive, but he doesn't seem to be able to get  
beyond sixty of tenure!"

We have all heard, and heard rather  
much, of the "Protestant Boy" of Ulster, but  
we did not know that there were Protestant  
babies in that riotously religious community.  
An advertisement in a Belfast paper, how-  
ever, informs us that a situation as nurse is  
wanted "by a respectable young woman,  
aged twenty-four, whose infant is five  
weeks old, and is a member of the Irish  
Church!"

As if, with what vulgaries and bound-  
poisoning, lame horses and tiresome owners  
of covert, those unfortunate beings called  
masters of Foxhounds had not enough to  
worry them, a new source of annoyance would  
seem now to threaten them. An unfortunate  
M. F. H. in the West of England is to be  
persecuted by some ladies, who have formed  
themselves into a sort of amateur Prevention  
of Cruelty to Animals Society, on the plea  
that his hounds ran and killed a deer. The  
ladies really were that the M. F. H. allowed  
his hounds to run a deer which had been  
lent him, but that it was killed by its owner  
after it had been caught. If therefore the  
ladies can obtain a conviction merely for  
hunting a tame deer, we may expect to see  
Lord Hardwicke before the Berkshire magis-  
trates are long.

Amongst the many works Mr. J. H. Foley,  
B.A., left unfinished at his death was a  
statue of the late Earl of Rosse, the astro-  
nomical mechanician, for which he had been  
commissioned by a committee of Irish sub-  
scribers. The statue has now been complet-  
ed under the direction of Mr. Foley's execu-  
tors, and will forthwith be forwarded to  
Parsonstown, King's County, where it is  
to be erected. It was at Parsonstown, it  
will be remembered, that the Earl of Rosse  
constructed the great telescope, which at the  
time was accepted as the eighth wonder  
of the world. The ninth will have been ac-  
complished if the local committee in King's  
County succeed in unveiling the statue with-  
out a squabble.

The week before last General Schenck sent  
by cable a message expressing his intention  
to resign his post as American Minister at  
the Court of St. James's. The reply he re-  
ceived was encouraging and satisfactory, but  
since then the question has assumed another  
aspect. It is most probable that the general's  
resignation will be accepted, in which case  
he will be succeeded either by Mr. Marshall  
Jewell, now Postmaster-General, or Mr.  
Edwards Pierpoint, Attorney-General of  
the U. S.

Mr. Disraeli's proposal to add a distinctive  
Indian title to those the Queen already en-  
joys has been anticipated in two quarters.  
Her Majesty has long been described in  
Debrett as Queen of the United Kingdom of  
Great Britain and Ireland, and of the Colonies  
and Dependencies thereof, *Empress of  
India, Defender of the Faith, &c., &c.*; and  
Her Majesty's health was actually given by  
Colonel White, C.B., at the Balaklava Ban-  
quet at the Alexandra Palace as Queen of  
Great Britain and Ireland, and *Empress of  
Hindustan*. As the Premier is turning his  
mind to matters Oriental, would it not be  
well if he endeavoured to assimilate the  
coinage at home and in India, or in any case  
to equalise the value of the rупes at both  
ends of the Suez Canal?

The *Times* has given Mr. Gladstone credit  
for being the only living statesman who can  
fall a tree with the skill of a trained wood-  
man. Certainly he has demonstrated his  
capacity for cutting down many trees and  
other members of the ground. But he has  
a rival in the present Secretary for Foreign  
Affairs in the art of handling an axe. Unless  
his hand has lost its winning grace his



## POSTAL RATES.

Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.

## Hongkong Rates of Postage.

(Revised January 1st, 1876.)  
In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per four ounces, unless otherwise stated.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

(Br.) means By British Packet; (Fr.) by French Packet; (U.S.) by United States Packet. D. P. means Double Postage; O. P., cannot be paid; O. S., cannot be sent; L., at Letter Rate.

Town Postage (Victoria) Letter, Newspaper, Book, or Pattern, 2 cents.

RATES BY PRIVATE STEAMER.—To the United Kingdom, see Table given below. To all other places the rate is, Letters, 2 cents; Newspapers and Prices Current, 2 cents; Books and Patterns, 6 cents, which must be prepaid, except when the address is to India.

Correspondence to India by Private Ship cannot be prepaid, by Indian Mail prepayment is optional.

Asia, U. S. Packet, Australia, &c.,

U. S. Packet, St. Helena, Ascension, Malta.

LETTERS.—Ports of China and Japan, Malacca, United States (U. S.), Bangkok, Manila, Singapore, Penang, India, Ceylon, Aden, Malta, 5 cents.

Except India, Ceylon, and Aden, by French Packet, 12 cents.

Batavia, 12; Saigon and Pondicherry, (Fr.) 12; New Caledonia, (Fr.) 15; 2 oz.

Zanzibar, Natal, Cape, St. Helena, Ascension, 20; Mauritius, 22.

Alexandria and Suez, (Br.) 12, (Fr.) 15, 2 oz.

Australia, New Zealand, Tasmania, Fiji, 24.

REGISTRATION, 8 cents, except Straits, Batavia, India, Aden, Suez (Br.), Zanzibar, &c., Australia, &c., 12; Saigon, Pondicherry, Alexandria, (Fr.) and Suez (Fr.), double postage. There is no Registration to Bangkok, New Caledonia, or Zanzibar.

NEWSPAPERS (To all the above places) 2 cents.

BOOKS AND PATTERNS, 6 cents, except Malta, W. Africa, St. Helena, Ascension, 8. Books to New Caledonia, Letter Rate; Patterns cannot be sent by French Packet to Pondicherry, New Caledonia, Alexandria, or Suez, and cannot be paid to Saigon.

Australia, New Zealand, Tasmania, Fiji, 1 oz., 2 cents; 2 oz., 4 cents; Every 4 oz., 8 cents.

The United Kingdom.

Superscription.

via Letters.

Brindisi (Br.) 3 6 4 8 12

Marseilles (Fr.) 30 6 4 8 14

Southampton (Br.) 24 4 2 4 8

St. Francisco (U.S.) 12 2 4 6 12

By Friv. Steamer 24 6 4 6 12

via Brindisi 24 6 4 6 12

Registration Fee, 5 cents.

PARCEL POST.—There is a common belief in the existence of a Parcel Post by which such articles as Fans, Ornaments, Silk Dresses, Scarves, Jewellery, Artificial Teeth, &c., can be forwarded at low rates. It cannot be too distinctly stated that such things can only be sent as Letters, and the very cheapest rate is 12 cents per half ounce by Private Steamer.

All such packages should be Registered (6 cents).

If the Parcel be heavy it can be sent through one of the Parcel Expresses conducted by Messrs. Lane, Crawford, or Mr. W. H. Notley, which, for anything over 4 or 5 ounces, will be found cheaper than the Post.

Continents, &c., of Europe.

(Br.) via Brindisi.

(Br.) via Trieste.

(Fr.) via Marseilles.

Austria, 18 22 18 2 02.

Belgium, 18 22 18 2 02.

Germany, 18 22 18 2 02.

Holland, 18 22 18 2 02.

Hungary, 18 22 18 2 02.

Luxemburg, 18 22 18 2 02.

Switzerland, 18 22 18 2 02.

Denmark, 18 24 18 2 02.

Farø Islands, 18 24 18 2 02.

Iceland, 18 24 18 2 02.

Roomania, 18 24 18 2 02.

Servia, 18 24 18 2 02.

Norway, 18 26 18 2 02.

Sweden, 18 26 18 2 02.

Russia, 18 26 18 2 02.

Registration 12 12 D.P.

To all the above

By British Packet.

Letters.

Registration.

Newspapers.

Books.

Patterns.

France, 18 D.P. C.P. C.P.

Italy, 14 12 2 6

Spain, 14 12 2 6

Portugal, 14 12 2 6

Gibraltar, 14 12 2 6

Brindisi (4 oz.) 18 D.P. C.S. C.S.

Southampton, 14 16 6 2(2oz.)

Turkey, 14 12 2 6

British Office, 14 12 2 6

Austrian Office, 14 12 2 6

Greece (4 oz.), 12 None C.P. C.P.

Gibraltar, 14 12 2 6

Malta, 14 12 2 6

Patterns cannot be sent to Spain, Portugal or Greece.

By French Packet.

Letters.

Registration.

Newspapers.

Books.

Patterns.

France & Algeria, 12 D.P. C.P. C.P.

Italy, 12 D.P. C.S. C.S.

Spain, 12 D.P. C.S. C.S.

Portugal, 12 D.P. C.S. C.S.

Turkey, 12 D.P. 2 C.P. C.P.

Greece (4 oz.), 12 None C.P. C.P.

Gibraltar, 12 D.P. C.S. C.S.

Patterns cannot be sent to Italy, Turkey, or Greece.

W. Africa, Islands of the Atlantic, (except

St. Helena and Ascension), North

Central, and South America.

Falkland Islands, Lagos, Gold Coast,

Liberia, Sierra Leone, Gambia, Cape Verde

Islands, Azores, Bermudas.

Letters, 12 D.P. C.S. C.S.

Registration, 16 18

Newspapers, 16 18

Books and Patterns, 18 12

United States (via Europe), Canary and

Madeira Islands, Canada, Vancouver's Island,

Prince Edward's Island, New Brunswick,

Switzerland, Newfoundland, and Nova Scotia.

Letters, 12 D.P. C.S. C.S.

Registration, 16 18

Newspapers, 16 18

Books and Patterns, 18 12

W. Indies, Brazil, Buenos Ayres, Costa

Rica, Guadalupe, Guatemala, Grey Town,

Hayti, Honduras, La Guayra, Mexico,

Montevideo, New Granada, Panama,

Paraguay, Porto Rico, Surinam, Uruguay,

and Venezuela.

Letters, 12 D.P. C.S. C.S.

Registration, 16 18

Newspapers, 16 18

Books and Patterns, 18 12

Bolivia, Chili, Ecuador, and Peru.

Letters, 12 D.P. C.S. C.S.

Registration, 16 18

Newspapers, 16 18

Books and Patterns, 18 12

Registration, None.

Any publication fulfilling the conditions

hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist, wholly

or in great part of political or other news,

or of articles relating thereto, or to other

current topics, with or without advertisements.

2nd. It must be published in numbers at

intervals of not more than 31 days, and

must be printed on a sheet or sheets un-

stitched.

3rd. The full title and date of publication

must be printed at the top of the first page,

and the whole or part of the title and date

of publication at the top of every subsequent

page; and this regulation applies to

Tables of Contents and Indices.

4th. A supplement must consist wholly

or in great part of matter like that of a

newspaper, or of advertisements, printed

on a sheet or sheets, or a piece or pieces of

paper, unstitched, or wholly or in part of

engravings, prints, or lithographs illustra-

tive of articles in the newspaper. The

supplement must in every case be published

drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens, and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Circulars, &c., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed, against inspection; nor any other enclosure not allowed by Rule 3. If this rule is infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government Offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions.—No packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

AS REGARDS PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise, or to any one, else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorized to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, and with (except such as are specially prepared in and attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed, but to the other letters in the mail, from the melting of the wax and the adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double rate of postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Correspondence from New Zealand via Torres Straits.

A considerable amount of Correspondence being received directed to New Zealand via Torres Straits, it is notified that the New Zealand Post Office has declined to receive Mails by that route, hence there is no alternative but to forward such Correspondence via Gall.

Persons who are anxious to avail themselves of the Torres Straits Steamers to communicate with New Zealand, should address their letters, &c., to the care of an Agent at Sydney.

Letters, &c., addressed to London only.—Many persons are in the habit of

addressing Letters, &c., for well-known Firms and Individuals to London only; but this practice not unfrequently occasions delay in such Letters &c., reaching their rightful owners. In all cases, however, the Firms or Individuals for whom a letter is intended may be known, it is most essential to ensure its correct and prompt delivery, that the Street in which they reside and the number of the house, should form a part of the address.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognizable seal, and of sending a Chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage stamps.

It is not generally possible to count the letters sent in sealed boxes (except where there are only three or four) and therefore the Post Office receipt to such an entry as, "47 for London, 15 for Calcutta, 3 for Penang, 5 for Singapore," must be taken to mean no more than what is stated, viz., that one box was duly received.

Stamps, for Postal purposes, of the values of 2, 3, and 10, can be obtained at the Post Office.

Money Order Regulations.

1.—Money Orders will be issued at this Office and at the Agencies thereof at Shanghai and Yokohama on all the Money Order Offices in the United Kingdom of Great Britain and Ireland, for amounts not exceeding £10, at the rate of Exchange Current for Each Mail, and charged with Commission according to the following Scale, viz.:

For sums not exceeding £2, 18 Cents.  
Above £2 and not exceeding £5, 30 Cents.  
" 5 " " £7, 54 Cents.  
" 7 " " £10, 72 Cents.

2.—No Money Order to include a fractional part of a Penny.

3.—Orders drawn in the United Kingdom upon Hongkong, Shanghai, and Yokohama, will be paid at the rate of Exchange ruling on the day of arrival of the advices of such orders.

4.—Alphabetical Lists of over 9,700 Money Order Offices in the United Kingdom, showing the Counties in which they are situated, are hung up for public reference at this Office, and also at Shanghai and Yokohama.

5.—Applicants for Money Orders must furnish, in full, the surname, and, at least, the initial of one Christian name, both of the Remitter and the Payee; if the Remitter or Payee be a Peer or a Bishop, his ordinary title will be sufficient, if a firm, the usual designation of such firm, such as Baring Brothers will suffice; but the Baring term Messrs., such as Messrs. Barington, or the name of a Company trading under a title which does not consist of the names of the persons composing it, such as Messrs. Co. is inadmissible.

6.—The Remitter on stating that the Order is to be paid only through a Bank, to have the option of giving or withdrawing the name of the Payee; in such case, the Order will be crossed in the same way that Cheques are commonly crossed when they are intended to be paid through a Bank.

7.—When an Order is presented through a Bank, a receipt by any person will be sufficient, provided the Order be crossed with the name of the receiving Bank, and be presented by some Person known to be in the employ of such Bank.

8.—The signature of the Payee of a Money Order to be affixed to the Order in the place provided for the purpose. If the Payee be unable to write he must sign the receipt by making his mark in the presence of a Witness, who must sign his name, with his address in the presence of the Officer who pays the Order.

9.—Should the Payee of a Money Order desire to receive payment in the Country in which the Order was issued, at some other Office than that in which the Order was originally drawn, the transfer will be granted, provided the Order be enclosed to the Postmaster of the Office in which it was drawn. In such case a new Order will be issued, the Commission chargeable upon which will be deducted from the amount of the new Order.

10.—In the event of a Money Order being lost or being stolen, a duplicate will be granted on a written application from the Payee, (containing the necessary particulars, and accompanied by an additional Commission) to the Office where the Original Order was payable.

11.—On the receipt of a similar application, orders will be given to stop payment of a Money Order, or to renew a lapsed Order. The additional Commission in the last case will be deducted from the amount of the new Order. Lapsed Orders must be presented with the application for a new Order.

12.—But when it is desired that any error in the name of the Remitter or Payee should be corrected, or that the amount of a Money Order should be repaid to the Remitter, or that a Lapsed Order should be renewed for payment in the Country in which the Order was originally drawn, application must be made to the Chief Money Order Office of such Country. This application must be accompanied by an additional Commission, unless it have reference to a Lapsed Order, in which case the Commission will be deducted from the amount of the new Order.

13.—Repayment whether of an original, or renewed, or a duplicate Order, shall not be made to the remitter until it has been ascertained that the advice has been cancelled at the Office on which the Order was originally drawn.

14.—Payment of an Order must be obtained before the end of the Sixth Calendar Month after that in which it was drawn; for instance, if drawn in January, payment must be obtained before the end of July, otherwise the Order will become lapsed, and a new Order (for which a second Commission, to be deducted from the amount of the Order, will be charged) will become necessary.

15.—If an Order be not paid before the end of the Twelfth Calendar Month after that in which it was drawn—for instance, if drawn in January and not paid before the end of the following January—all claim

to the Money will be forfeited, unless, under peculiar circumstances, the Post Office of the Country in which the Order was drawn think proper to allow it.

16.—After once paying a Money Order by whomsoever presented, the paying Office will not be liable to any further claim, if a wrong payment, however, be made owing to negligence on the part of any Officer of the Post Office, the Postmaster General of the Country or Colony in which the negligence occurs will, if he see fit, require the Officer in fault to make good the loss.

17.—No Money Order will be paid unless the advice has been previously received.

18.—Additional Rules for greater security against fraud, and for the better working of the system, generally will be made as occasion may require.

19.—Should it appear that Money Orders are used by mercantile men, or others, either in the United Kingdom or at Hongkong, Shanghai or Yokohama, for the transmission of large sums of money, the British or Colonial Post Office, at the same may be, will consider the propriety of increasing the Commission, and will exercise the power of wholly suspending for a time the issue of Money Orders.

## POST OFFICE NOTICE.

## Unclaimed Correspondence.

April 7th, 1876.

Let. Pay. Let. Pay.



## Intimations.

## THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixtieth, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review, Hongkong*.—Northern Christian Advocate (U.S.).

*Tribner's Oriental Record* contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, has led to nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may resolve the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

## THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr. Chun Aye, whose experience and competence have already been most fully demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—in almost limitless. It on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to  
GEO. MURRAY BAIN,  
China Mail Office.

## Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island: Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

| Vessel's Name.          | Anchor-<br>age. | Captain.    | Flag<br>and<br>Rig. | Tons. | Date of<br>Arrival. | Consignees or Agents.     | Destination.       | Remarks.  |
|-------------------------|-----------------|-------------|---------------------|-------|---------------------|---------------------------|--------------------|-----------|
| <b>Steamers</b>         |                 |             |                     |       |                     |                           |                    |           |
| Agamemnon               | 5 c             | Wilding     | Brit. str.          | 1550  | April 8             | Butterfield & Swire       | Shanghai           |           |
| Argyll                  | 5 c             | Scott       | Brit. str.          | 1271  | April 4             | Jardine, Matheson & Co.   | Saigon             |           |
| Arratoon Apcar          | 4 h             | Cass        | Brit. str.          | 989   | April 4             | Siemssen & Co.            | Yama & S. Faisco   | With Mail |
| Cheops                  | 5 c             | Dryden      | Brit. str.          | 983   | April 7             | Chinese                   | Bangkok            |           |
| Colorado                | 3 h             | Connolly    | Amer. str.          | 3727  | April 6             | P. M. S. S. Co.           |                    |           |
| Danube                  | 2 h             | Clanchy     | Brit. str.          | 561   | April 4             | Yuen Fat Hong             |                    |           |
| Fibre                   |                 | Girard      | Felt. str.          | 1096  | April 7             | Messageries Maritimes     | Saigon             |           |
| Genoa                   | 4 k             | Corrigall   | Brit. str.          | 1216  | Mar. 25             | Jardine, Matheson & Co.   | Saigon             |           |
| Hindostan               | ...             | Gardner     | Brit. str.          | 991   | April 4             | David Sassoon, Sons & Co. | Saigon             |           |
| Kwangtung               | 2 h             | Ashkon      | Brit. str.          | 491   | April 8             | Douglas LaPrak & Co.      | Coast Ports        | K'long D  |
| Lord of the Isles       | 2 c             | Cowie       | Brit. str.          | 1846  | Mar. 22             | Russell & Co.             | San Francisco      | daylight  |
| MacGregor               | 5 c             | Grainger    | Brit. str.          | 1413  | April 3             | Gilman & Co.              | Saigon             |           |
| Maharajah               | 5 c             | Stephenson  | Brit. str.          | 994   | April 2             | Siemssen & Co.            | Saigon             |           |
| Malacca                 | 4 k             | Shellard    | Brit. str.          | 1046  | Mar. 28             | P. & O. S. N. Co.         | Yokohama           | With Mail |
| Orchid                  | 5 c             | Butlin      | Brit. str.          | 1137  | April 7             | Wm. Pustau & Co.          | Yama and Hiogo     | Laid up   |
| Pawtuxet                | 4 k             | .....       | Amer. str.          | 280   | June 18             | Aug. Heard & Co.          | San Francisco      | 12th      |
| Quang-se                | 4 k             | Jones       | Brit. str.          | 1778  | April 3             | Jardine, Matheson & Co.   | Wreck of "Japan"   |           |
| Rajah                   | 4 c             | Hansen      | Brit. str.          | 359   | April 3             | Hop Hing                  |                    |           |
| Stad Amsterdam          | 2 k             | Boon        | Dut. str.           | 1728  | April 3             | Jardine, Matheson & Co.   | Saigon             |           |
| Thiungalla              | 4 h             | Mourier     | Dan. str.           | 1877  | April 2             | Wm. Pustau & Co.          | Coast Ports        | daylight  |
| Yesso                   | 5 h             | Punchard    | Brit. str.          | 559   | April 8             | Douglas LaPrak & Co.      |                    | Repairing |
| Yotung                  | 2 h             | .....       | Brit. str.          | 324   | June 8              | Kwok Achong               |                    |           |
| <b>Sailing Vessels</b>  |                 |             |                     |       |                     |                           |                    |           |
| Aldon Beese             | 7 c             | Noyes       | Amer. bk.           | 842   | Mar. 10             | Rozario & Co.             | Honolulu & S. Fco  |           |
| Anna Bella              | 6 c             | Stephen     | Brit. bk.           | 334   | Mar. 31             | Borneo Company            | Vancouver's Island |           |
| Annie Gray              | 4 c             | Moore       | Brit. sh.           | 727   | Mar. 9              | Rozario & Co.             |                    |           |
| Bonito                  | 3 c             | Wesenberg   | Ger. bk.            | 542   | Mar. 8              | Siemssen & Co.            |                    |           |
| Bua Caco                | 2 h             | Lange       | Siam. bk.           | 340   | Mar. 11             | Chinese                   | New York           | Repairing |
| Charter Oak             | 4 c             | Smith       | Amer. sh.           | 968   | Nov. 8              | Vogel, Hagedorn & Co.     |                    |           |
| Christina A. P.         | 8 h             | Federico    | Amer. soh.          | 176   | Jan. 8              | Order                     |                    |           |
| Christian               | 4 k             | Stehr       | Ger. soh.           | 280   | April 2             | Eduard Schellhaas & Co.   | Honolulu           |           |
| Colombo                 | 2 c             | Forbes      | Amer. bk.           | 593   | Feb. 16             | Russell & Co.             | Portland (Oregon)  |           |
| Edward James            | 4 c             | Heuer       | Amer. bk.           | 593   | Mar. 16             | Rozario & Co.             | Bangkok            |           |
| F. H. Drews             | 7 c             | Vorsatz     | Ger. bk.            | 593   | Mar. 28             | Wm. Pustau & Co.          | Vancouver's Island |           |
| Fanny                   | 8 c             | Kotschal    | Felt. sh.           | 1138  | Mar. 8              | Landstain & Co.           | Kormosa            |           |
| Forward                 | 8 c             | Strachan    | Brit. bk.           | 748   | Mar. 8              | Rozario & Co.             | Portland (Oregon)  |           |
| Frauz                   | 7 c             | Hildebrandt | Brit. soh.          | 148   | Dec. 18             | Frazer & Co.              | Tientsin           |           |
| Garibaldi               | 4 h             | Noyes       | Amer. bk.           | 670   | Dec. 17             | Rozario & Co.             | Tientsin           |           |
| ino                     | 1 k             | Bannan      | Ger. bk.            | 353   | April 4             | Siemssen & Co.            | Takao              | Out'an    |
| James Vicoombs          | ...             | McPherson   | Brit. sh.           | 638   | Feb. 4              | Borneo Company            |                    |           |
| John Svedberg           | 7 c             | Pedersen    | Norw. bg.           | 182   | April 6             | Captain                   | San Francisco      |           |
| Jonathan Chase          | 5 c             | Curtis      | Amer. bk.           | 693   | Mar. 20             | Vogel, Hagedorn & Co.     | San Francisco      |           |
| Manila II.              | 4 k             | Günner      | Ger. bk.            | 515   | April 4             | Siemssen & Co.            | San Francisco      |           |
| Margarite               | 7 h             | Owens       | Brit. sh.           | 864   | Mar. 17             | Vogel, Hagedorn & Co.     | San Francisco      |           |
| Mary Whitridge          | 3 c             | Outler      | Amer. sh.           | 862   | Mar. 18             | Russell & Co.             | San Francisco      |           |
| Minna                   | 4 k             | Tobran      | Ger. bk.            | 456   | April 4             | Wm. Pustau & Co.          | Newchwang          |           |
| Montego                 | 4 k             | Griffiths   | Brit. bk.           | 318   | Mar. 26             | Eduard Schellhaas & Co.   | Hamburg            |           |
| Nicoline                | 4 c             | Arnbaum     | Ger. bk.            | 320   | Feb. 14             | Arnhold, Karberg & Co.    | San Francisco      |           |
| Nightingale             | 3 c             | Palmer      | Amer. sh.           | 722   | Mar. 17             | Russell & Co.             |                    |           |
| Noemi                   | 8 k             | Atcam       | Felt. bk.           | 347   | Mar. 28             | Carlowitz & Co.           |                    |           |
| Notre Dame Auxiliatrice | 7 h             | Jagoret     | Felt. bk.           | 790   | Mar. 31             | Captain                   | Tientsin           |           |
| Pallas                  | 2 h             | Bailegh     | Ger. bk.            | 421   | Mar. 25             | Siemssen & Co.            | Portland (Oregon)  |           |
| Samuel G. Reed          | 3 c             | White       | Amer. sh.           | 650   | Dec. 18             | Vogel, Hagedorn & Co.     | San Francisco      |           |
| Shalimar                | 3 k             | Cotter      | Brit. sh.           | 1586  | Mar. 20             | Russell & Co.             | San Francisco      |           |
| Sydenham                | 4 c             | Bristow     | Brit. sh.           | 1062  | Feb. 26             | Vogel, Hagedorn & Co.     | Manila             |           |
| Villa de Rivadavia      | 4 c             | Cramus      | Span. bg.           | 261   | Mar. 17             | Brandao & Co.             |                    |           |
| Wealthy Pendleton       | 2 c             | Blanchard   | Amer. bk.           | 809   | Mar. 30             | Captain                   | Bangkok            |           |
| Wm. Phillips            | 7 h             | Heley       | Amer. soh.          | 593   | Mar. 10             | Eduard Schellhaas & Co.   |                    |           |
| <b>WHAMPOA</b>          |                 |             |                     |       |                     |                           |                    |           |
| Haze                    |                 | Wilkinson   | Amer. sh.           | 664   | Mar. 2              | Vogel, Hagedorn & Co.     | New York           |           |
| Irene                   |                 | Hansen      | Ger. soh.           | 276   | Mar. 28             | Carlowitz & Co.           | Tientsin           |           |
| Marion                  |                 | Howes       | Amer. soh.          | 866   | Mar. 24             | Arnhold, Karberg & Co.    | Tientsin           |           |
| <b>CANTON</b>           |                 |             |                     |       |                     |                           |                    |           |
| Chinkiang               |                 | Hogg        | Brit. str.          | 798   | April 4             | Siemssen & Co.            | Shanghai           |           |
| Yungching               |                 | Gibson      | Chi. str.           | 661   | April 4             | C. M. S. N. Co.           |                    |           |

## Men-of-war in Hongkong Harbour.

| Vessel's Name. | Anchor-ages. | Flag.    | Class.                | Tons. | Guns. | H. P. | Date of Arrival. | Commander.              |
|----------------|--------------|----------|-----------------------|-------|-------|-------|------------------|-------------------------|
| An-lan         | 6 h          | Chinese  | gunboat               | 221   | 7     | 80    | April 7          | Godall                  |
| Ashuelot       | 6 h          | American | corvette              | 1100  | 6     | 700   | Mar. 31          | E. O. Matthews          |
| Audacious      | 6 h          | British  | iron-clad (flag-ship) | 6750  | 14    | 800   | Feb. 27          | Colomb                  |
| Flamer         | 6 h          | British  | aux. naval hospital   | 462   | 4     | 100   |                  | D. M. Insp. Gen. Morgan |
| Frolic         | 6 h          | British  | gun vessel            | 2200  | 19    | 400   | Mar. 31          | C. E. Buckle            |
| Hertha         | 7 c          | British  | corvette              | 3069  | 26    | 600   | April 7          | Thur                    |
| Immortalité    | 6 h          | British  | frigate               | 462   | 4     | 100   | Mar. 15          | Francis A. Hume         |
| Kestrel        | 6 h          | British  | gun vessel            | 1710  | 10    | 480   | April 5          | C. B. Theobald          |
| Laclocheterie  | 6 h          | French   | corvette              | 2591  |       |       |                  | Riennier                |
| Mecenas        | 6 c          | British  | military hospital     | 3548  | 26    | 400   | April 7          | Capt. Becker            |
| Narcissus      | 6 c          | British  | frigate               | 3035  | 32    | 600   | April 7          | Lord Chas. Scott        |
| Newcastle      | 6 c          | American | gunboat               | 306   |       |       | Mar. 28          | E. Gordon Douglas       |
| Palos          | 6 h          | Chinese  | gunboat               | 625   | 4     |       | April 8          | W. R. Bridgeman         |
| Peng-chai-hai  | 6 h          | British  | gun vessel            | 464   |       |       | Feb. 27          | O. H. Palmer            |
| Thistle        | 7 c          | British  | frigate               | 1659  | 25    | 600   | April 7          | Francis Stirling        |
| Topaze         | 6 h          | British  | gun vessel            | 3087  | 2     | 250   |                  | Arthur R. Thrupp        |
| Victor Emanuel | 7 h          | British  | Commodore's flag ship | 650   | 2     | 250   | Mar. 25          | Commodore Parish        |
| Vigilant       | 7 h          | British  | despatch vessel       |       |       |       |                  | H. C. D. Ryder          |

## HONGKONG, MACAO AND CANTON RIVER.

## STEAMERS.

| Name.             | Tons. | Captain.    | Owners.               |
|-------------------|-------|-------------|-----------------------|
| Fame              | 117   | O'Bryan     | H. & W'pos Dock Co.   |
| Fei Wan           | 700   | Martin      | H. O. & M. S. S. Co.  |
| Ichong            | 457   | Cary        | Butterfield and Swire |
| Kin Shan          | 617   | Benning, A. | H. O. & M. S. S. Co.  |
| Kin Kiang         | 69    |             | H. O. & M. S. S. Co.  |
| Lintu             | 1830  | Scott       | Kwok Achong           |
| Powan             | 50    |             | H. O. & M. S. S. Co.  |
| Sada              | 101   |             | P. & O. S. N. Co.     |
| Sir J. Jeejeebhoy | 140   | Hoyland     | Kwok Achong           |
| Spark             | 280   | Benning, T. | H. O. & M. S. S. Co.  |
| White Cloud       | 180   |             | H. O. & M. S. S. Co.  |
| Yotsai            |       |             | Kwok Achong           |

## FOOCHOW SHIPPING IN PORT.

| Name.      | Tons. | Captain.    | Owners.               |
|------------|-------|-------------|-----------------------|
| Chun Sheng | 117   | O'Bryan     | H. & W'pos Dock Co.   |
| Europe     | 700   | Martin      | H. O. & M. S. S. Co.  |
| Fu Sheng   | 457   | Cary        | Butterfield and Swire |
| Midgo      | 617   | Benning, A. | H. O. & M. S. S. Co.  |
| Wagrien    | 69    |             | H. O. & M. S. S. Co.  |
| Yesso      | 1830  | Scott       | Kwok Achong           |

## SHANGHAI SHIPPING IN HARBOUR.

| Name.      | Tons. | Captain.    | Owners.               |
|------------|-------|-------------|-----------------------|
| Aden       | 117   | O'Bryan     | H. & W'pos Dock Co.   |
| Atalanta   | 700   | Martin      | H. O. & M. S. S. Co.  |
| Chinkiang  | 457   | Cary        | Butterfield and Swire |
| Fire Queen | 617   | Benning, A. | H. O. & M. S. S. Co.  |
| Formosa    | 69    |             | H. O. & M. S. S. Co.  |
| Fuyama     | 1830  | Scott       | Kwok Achong           |
| Fuyew      | 50    |             | H. O. & M. S. S. Co.  |

## CHINESE GUN-VESSELS IN CANTON.

## WATERS, &amp;c.

| Name.         | Tons. | Guns. | H. P. | Commander.        |
|---------------|-------|-------|-------|-------------------|
| An-lan        | 481   | 7     |       | J. Godall         |
| Chen-to       | 481   | 7     |       | Geo. Robertsett   |
| Chen-jui      | 280   | 6     |       | Wade              |
| Chun-hai      | 200   | 7     |       | C. F. Demé        |
| Peng-chao-hai | 150   | 5     |       | Palmer            |
| Sun-chi       | 150   | 4     |       | Scott             |
| Tehing-ting   | 150   | 6     |       |                   |
| Tien-po       | 600   | 3     | 150   | O. De Longueville |
| Wing Po       |       |       |       | Lam Mau Wo        |

## MERCHANT SAILING VESSELS.

| Name.           | Tons. | Guns. | H. P. | Commander.        |
|-----------------|-------|-------|-------|-------------------|
| Atlat           | 481   | 7     |       | J. Godall         |
| Auguste Reimert | 481   | 7     |       | Geo. Robertsett   |
| Ceres           | 280   | 6     |       | Wade              |
| Ellen Brown     | 200   | 7     |       | C. F. Demé        |
| Elliot          | 150   | 5     |       | Palmer            |
| Frederick       | 150   | 4     |       | Scott             |
| Madame Demoreat | 150   | 6     |       |                   |
| Madama          | 600   | 3     | 150   | O. De Longueville |
| Parana          |       |       |       | Lam Mau Wo        |
| Windhover       |       |       |       |                   |

## MEN-OF-WAR.

| Name.           | Tons. | Guns. | H. P. | Commander.        |
|-----------------|-------|-------|-------|-------------------|
| Atlat           | 481   | 7     |       | J. Godall         |
| Auguste Reimert | 481   | 7     |       | Geo. Robertsett   |
| Ceres           | 280   | 6     |       | Wade              |
| Ellen Brown     | 200   | 7     |       | C. F. Demé        |
| Elliot          | 150   | 5     |       | Palmer            |
| Frederick       | 150   | 4     |       | Scott             |
| Madame Demoreat | 150   | 6     |       |                   |
| Madama          | 600   | 3     | 150   | O. De Longueville |
| Parana          |       |       |       | Lam Mau Wo        |
| Windhover       |       |       |       |                   |

## HONGKONG MARKET PRICES.

Corrected to Saturday, April 8, 1876.

At 1100 Cash per Dollar Mexican.

Highest, Lowest, Cash.

## Butcher Meat.

Bacon, English, lb. 400 300

Beef, Fochow, " 160 150

Beef, English and prime-cut, cy. 150 120

Beef Corned, " catty 120 100

" Roast, " 130 120

" Soup, " 70 60

" Steak, " 130 120

Bullocks' Brains, per set 50 40

" Tongue, fresh, each 250 200

" " corned, " 400 350

" Head, " 1000 700

" Heart, " 130 110

" Feet, " 50 40

" Kidneys, " 50 40

" Tail, " 110 100

" Liver, " catty 80 70

" Tripe (undressed), catty 40 30

Calves' Head and Feet, set 500 450

Hams, American, lb. 350 —

" Chinese, " 200 160

" English, " 400 360

Mutton Chop, " 180 160

" Leg, " 180 160

" Shoulder, " 140 120

" Liver, " 120 110

Pigs' Chittlings, " catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100

" Heart, " 70 50

" Kidneys, " 70 50

" Liver, " lb. 120 110